

RADIO TECHNICAL COMMISSION
FOR MARITIME SERVICES

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1 P R O C E E D I N G S

2 MR. McCARTY: Good morning and welcome to
3 the annual assembly for the Radio Technical
4 Commission. My name is Jack McCarty; I'll be the
5 coordinator today. There will be one of us from
6 the Assembly Planning Committee to coordinate
7 each day's activities. Our purpose is to keep
8 the events moving along and to take care of any
9 logistics problems that come up during the day.

10 For most of the day, I'll be here in this
11 room where it's a lot cooler than it is outside.
12 So if you have any problems, go ahead and -- come
13 and find me.

14 A couple of administrative remarks before we
15 begin. The session today is going to be
16 reported, so there will be a transcript kept. In
17 that regard, if you have questions during the
18 course of the day, please come to the microphone
19 and identify yourself before posing the question,
20 that way the Coast Guard can get back to you if
21 that's necessary.

22 Please wear your identification badges for
23 all of the sessions. As you can see, we've got a
24 pretty full house, and we do need to be sure that
25 everybody who gets a seat ought to have a seat.

1 The speaker at the luncheon today will be
2 Rear Admiral North, the Director of Acquisition
3 for the Coast Guard.

4 And finally, we'd like to clear up an
5 inadvertent omission and to recognize and
6 appreciate one of the sponsors for last evening's
7 reception, and that's Henry Tremblane from
8 Galesburg, North Dakota. And we do apologize for
9 inadvertently leaving him off the list.

10 To begin the Coast Guard Symposium, I'd like
11 to introduce Captain Robert Ross, who is Chief of
12 Vessel Traffic Management for the United States
13 Coast Guard. He was previously the commanding
14 officer of Marine Safety Office, San Juan. Then
15 he served as Federal On-scene Commander for the
16 Morris Jaberma oil spill. This was the largest
17 coastal oil spill since Exxon Valdez and the
18 largest Federal response in history.

19 He has worked in all aspects of marine
20 safety, serving at Marine Safety offices in
21 Miami, New Orleans, Hampton Groves and Milwaukee.
22 With pleasure I introduce Bob Ross.

23 (Applause.)

24 CAPTAIN ROSS: Thank you, Jack. One thing I
25 want to clear up, when he said that -- asked

1 people to provide their names so the Coast Guard
2 can get back to them, that's so we can follow-up
3 to make sure that we understand the issues and
4 address your concerns, not for any other kind of
5 a purpose.

6 Before introducing our opening speaker, I
7 want to take this opportunity to thank the Radio
8 Technical Commission for Maritime Services for
9 providing the Coast Guard with the opportunity to
10 invite our waterway users to this opening day's
11 discussions on waterway safety. So give waterway
12 stakeholders the opportunity to meet and discuss
13 their needs and desires -- and needs and desires
14 are often separate -- but to discuss the needs
15 and desires with the technologists who can help
16 fulfill their needs and desires.

17 I especially want to thank Captain Bill
18 Adams and Captain Jack McCarty from RTCM, for the
19 significant time and assistance they have
20 provided us in making this day possible. And
21 today's effort, today's discussions, is part of
22 the continuing program of outreach, to make sure
23 that we identify and understand the needs of all
24 of the various waterway stakeholders who have a,
25 have an interest in what we're doing here.

1 Our opening speaker, Norman Lemley, is
2 currently assigned to U.S. Coast Guard
3 Headquarters heading a special project to assess
4 waterways management in the United States.

5 Previously he formed the Coast Guard's
6 National Maritime Center in July of 1995 as part
7 of U.S. Coast Guard streamlining and headquarters
8 reorganization effort. Previously Mr. Lemley was
9 the director of the Open Ninety Staff at U.S.
10 Coast Guard Headquarters, and was responsible for
11 implementing the regulations and studies required
12 by the 1990 Oil Pollution Act.

13 Prior Headquarter's assignment was Assistant
14 Chief, Marine Technical and Hazardous Materials
15 Division, and he was appointed to the Senior
16 Executive Service Corp, the civilian equivalent
17 of a flag officer in December of 1992.

18 He has been active in the United Nations
19 International Maritime Organization and has
20 headed a number of U.S. delegations to IMO. He
21 also served for four years as the chairman of the
22 IMO Life Saving Appliance Subcommittee.

23 Mr. Lemley is a graduate of Illinois
24 University of Technology with a B.S. Degree in
25 fire protection and safety engineering, and he is

1 a Registered Professional Engineer. He was
2 commissioned as an ensign in the U.S. Coast Guard
3 Reserve in June of 1962, and then served in the
4 Marine Technical Division at Headquarters for
5 three years on active duty.

6 In 1965 he began his civilian Coast Guard
7 career while continuing his affiliation with the
8 Coast Guard Reserve, and ultimately retiring as a
9 captain in the Coast Guard Reserve.

10 With no further ado, Mr. Lemley.

11 (Applause.)

12 MR. LEMLEY: Thank you, Bob, Jack.

13 I think this is the important and fortunate
14 timing that this session is going on. And as Bob
15 said, in Headquarters we're looking at waterways
16 management, which is really a tool of looking at
17 waterway safety, which I'll talk to you about in
18 a little bit, and that's basically the title,
19 waterway safety, a new direction.

20 We just completed and turned in to the
21 commandant a report on, on waterways management.
22 He had asked that a group study that and see what
23 the current status was and where the Coast Guard
24 might play a role or give him some advice on
25 what's necessary. We titled it, "Moving from a

1 waterways management concept to achievement of
2 the national waterways management division." We
3 got about 60 recommendations.

4 But one of the main ones really is to do the
5 things that we're doing right now, which is to
6 take an active role in talking to the world that
7 actually uses it or that produces the equipment
8 to, that brings the tools for waterways
9 management to the industry.

10 So, I think I commend you for this, and I'm
11 sure that the rest of the week will take us in
12 that direction. Find out what Frank has. Wake
13 up, Frank.

14 Waterway safety is the goal. How do we get
15 there? Clearly this week, as I said, is part of
16 how we all get there. Just now you may have had
17 a flash in your mind about what these words mean.

18 Unfortunately, or perhaps fortunately, the
19 technology does not exist that -- to flash those
20 thoughts to the gigantic screen in the room.

21 Fortunately maybe is that it might need to be
22 blank in some cases or we might get to see some
23 things we didn't need to see. But technology
24 probably will do that one day as it's done with
25 the Internet, which let's everyone talk to

1 everybody. Eventually maybe we'll connect our
2 very thoughts.

3 If it did, we could see perhaps more clearly
4 what each of you thought waterway safety is and
5 we would be able to meet those expectations more
6 closely.

7 Wait a minute. Why do I say we? Why should
8 the Coast Guard meet those expectations? The
9 Coast Guard does play a vital role in waterway
10 safety, but also so does everyone else. Anything
11 to do with the nation's waterways of the United
12 States will engage all the players in dealing
13 with waterway safety. The pilots, the masters,
14 towboat operators, recreational boaters,
15 stevedores, ship owners, ski boat user, marine
16 exchanges, NOAA, Corp of Engineers, skull crews.
17 The list goes on and on.

18 In the study I spoke about, we identified 32
19 functions that really relate directly to waterway
20 safety and waterways management in the shipping
21 operation. There were over a hundred
22 stakeholders involved, and that probably -- we
23 probably didn't identify all of them.

24 The purpose of today's session is to more
25 closely explore what each of us is thinking about

1 this and how we can improve the safety of the
2 nation's waterways.

3 Pop quiz. How many major ports are there in
4 the United States handling a million tons or more
5 of cargo? 147. In fact, if you look around you
6 today, we have gathered a number of people from
7 those ports. You will recognize the 30 officers
8 in that they all seem to have the same tailors,
9 although one of them forgot his belt this
10 morning, but I understand he found it. And then
11 there are a few of us with Army Corp tailors
12 sitting in the crowd as well. And I think the
13 issue today is to talk to those people, meet with
14 the Coast Guard officers, tell them what, what
15 you think we need, what experiences you had in
16 your port, or indeed what kinds of technology you
17 can bring to the table. We have a room where we
18 can go and chat or see what we're doing, the
19 number is --

20 UNIDENTIFIED SPEAKER: 2226.

21 MR. LEMLEY: -- 2226. So you are all
22 welcome to come there and we hope you will take
23 the opportunity to talk to the people from around
24 the country. Because as you'll see, that is
25 where the issue really is, in the local ports.

1 The important part is to find out what
2 technology is available now and what we can do
3 now. We don't want to talk about how it might be
4 if we develop something, or if we could bring the
5 future forward. We need to deal with the problem
6 as it is.

7 But back to waterway safety. What is it?
8 How do you describe it? Granted, it generates a
9 nice warm, fuzzy feeling, how could anyone be
10 against it? But what does it mean?

11 Last night at the reception I talked to
12 Admiral Gilbert and we had a small group and we
13 all agreed that waterway safety was important,
14 that we were all for it, but we didn't define
15 what it was. It probably meant different things
16 to each of us talking. And we didn't describe
17 how we would get there. But we all agreed it was
18 important.

19 To the rec boater, it may mean a waterway
20 free of anything over 32 feet. Indeed, that is
21 what we hear quite often, is if we could get the
22 commercial people out of the way, we could use
23 these waterways in the right way.

24 To the very large crew carrier master, it
25 could be just the opposite, a waterway free of

1 rec boaters.

2 To the environmental advocates it may mean
3 never having to say spill response again.

4 For the marine exchangers and the freight
5 forwarders, it could be berths that officially
6 handle a continuous stream of ships, just-in-time
7 cargo handling.

8 For starters, let's consider this. The
9 result of a harmonious set of actions which
10 protect and enhance life, environment and
11 commerce, without undue regulatory burden.

12 Interesting words. And the key one, again, I
13 think is maybe harmonious and balance.

14 You cannot have a safe waterway unless those
15 who participate in it agree that the protocols in
16 place fairly serve the interest of them as well
17 as everyone else who wants to use the waterways.

18 This country has had some noble experiments
19 where this idea has been overlooked. How many
20 remember the oil crisis in the 70's? What did we
21 do? We turned off outdoor displays of holiday
22 lights, we had no driving on Sundays, odd and
23 even gas lines, and we instituted year-round
24 daylight savings time. Remember that?

25 On the first day that it took effect, the

1 camera crews were out shooting footage of kids
2 trudging off to school in the dark. Did we ever
3 wonder why the TV crews knew that would happen,
4 but the policy makers didn't?

5 Another example is driving 55. Okay. How
6 many of you did drive 55? How many set your
7 cruise control at 59, 62 or maybe greater?

8 In the first case the action was clearly not
9 in harmony with the stakeholders. And second,
10 even though a very convincing case could be made
11 for driving 55, we still rejected it.

12 For the waterways plan -- safety plan to
13 work, we must somehow overcome the natural desire
14 to beat it. We have to build it in a way that it
15 makes sense to all of us.

16 Commerce. In the past the Coast Guard
17 hasn't spoken about commerce, although I think
18 it's always been in the back of our mind. In the
19 end, great safety business plan we write every
20 year, two years ago we inserted the idea of
21 commerce and the idea to facilitate commerce, not
22 to do things to weaken safety, promote commerce.
23 But in recognition that unless we had a healthy
24 commerce and a healthy industry, there was no way
25 we were going to achieve safety. So we have

1 begun to realize commerce is important, and
2 recognize that we have to find ways to make sure
3 that it happens, it happens efficiently.

4 Commerce is the engine that enables the
5 possibility of recreational boaters, 20 million
6 of them. Try buying a boat without a job.
7 Commerce is why we and our kids are healthy.
8 Could you live a full winter just having your
9 garden? It all has to come together. If we
10 ignore commerce, then the rest of discussion is
11 moot. Waterway safety must include a way to
12 maximize commerce without detriment to other
13 stakeholder goals.

14 Regulatory burden. It may surprise some of
15 you, and I hope this is true with respect to all
16 those in the blue suits, but most bureaucrats
17 don't like regulations anymore than you do. They
18 are necessary, but no regulation has ever made
19 anything safe. People do. Balance is the key
20 and the regulations ought to have practical
21 meaning, and serve their exact purpose and not
22 just be there because someone thought it was a
23 good idea.

24 We're engaged in removing regulations now.
25 Coast Guard Regulatory Reform Project is working

1 to find ways to seek this balance. For the last
2 two years, the Coast Guard removed 381 pages of
3 regulations and revised 1,976 pages in response
4 to the President's regulatory reinvention
5 initiative. So we're committed to make
6 regulations practical.

7 Whatever we do in waterway safety at all
8 costs must be common sense or good for all,
9 rather than to regulatory level or regulatory
10 safety.

11 Now, how do we get there? As I said, we
12 think waterways management, which is a huge
13 subject, is really a tool to get, achieving
14 waterway safety. The study we've just done, we
15 basically concluded that nearly all of what the
16 Coast Guard does one way or the other relates
17 back to providing assistance in waterways
18 management or directly involved in waterways
19 safety. So we felt we're very much involved, and
20 indeed we feel that we need to maybe step up our
21 level of involvement and take a greater lead than
22 we have in the past.

23 As I said, we view it as a tool, but we need
24 to do it together. It's not something the Coast
25 Guard is going to do; it's something that you and

1 I and the rest the marine community are going to
2 do together.

3 After today's session is over, people --
4 Coast Guard people will have a session where
5 Admiral North and others and Bob will roll out
6 what we are doing in waterways management and
7 where we're going in VTS and the philosophy. And
8 we hope that we've met what the Congress intended
9 with respect to Outreach. And again, as Bob
10 said, this is the kind of thing we initiated and
11 will be doing more in the coming year.

12 How do we get to waterways management and
13 what is it? Before we define it, let's talk
14 about it. In simple terms, it's who is
15 performing what to achieve why. And as we said,
16 who is traditionally thought of in a way in the
17 safety side as the Coast Guard. Indeed, I think
18 maybe we thought we were the group that made that
19 happen all by ourselves, and I don't think we
20 ever did, and we've come to recognize that it's
21 got to be a team effort.

22 But we know that it really needs to be of
23 the entire community, including not only the
24 Coast Guard. It includes the port authorities.
25 It includes shipping lines, pilots, stevedores,

1 freight forwarders.

2 Why for pilots did we put up either a
3 picture of Mark Twain or Scotland, one or the
4 other depending on how good your glasses are?
5 But I think if you read Life on the Mississippi,
6 you'll see what a pilot had to do and how very
7 much involved they are, of course, in the
8 waterways management and waterways safety.

9 Recreational boaters, work boat operators,
10 environmental advocates, tanker operators, they
11 are all very much involved, as are a number of
12 federal agencies. Corp, NOAA, the Department of
13 Commerce, MIRAD, DPA, and indeed the Congress.
14 In fact, the Congress helps us often more than we
15 wish, but clearly we must rely on it. They give
16 us the basic direction of where all of this
17 should go. And I think they've set the tone that
18 says that it's important.

19 In the study we did while we were looking,
20 we looked to port tanker safety, and much to my
21 surprise, which I shouldn't have been surprised
22 having been part of the group that developed the
23 implementation, there was a section that
24 absolutely gives clear direction from the
25 Congress. It says the waterways are critical,

1 they're a national asset, and it charges the
2 Secretary of Transportation to making sure that
3 they were well managed and run efficiently.

4 So part of our study is to grasp that and
5 make the department in the Coast Guard and MIRAD
6 much more in tune to the fact that we have a
7 responsibility in this area.

8 One area I haven't said that's maybe the
9 most important one is technology. And that's
10 really what this conference is all about.

11 And why did we pick that slide to describe
12 technology? Two reasons, maybe. Hopefully from
13 the environmental side is when technology is
14 through, the countryside will still look like
15 that. But really is to depict the idea that the
16 sky's the limit. And I think that is the history
17 of technology, because it's moved us forward when
18 we needed to move forward. And in this
19 particular issue in the VTS and in the
20 communications between ships and ships and shore,
21 technology is the only way to go.

22 A word of caution. In the last year the
23 Coast Guard learned rather emphatically that what
24 we felt would achieve safety of waterways was
25 seriously misaligned with our users and the

1 Congress. We felt we needed to encourage and do
2 our need to get there as opposed to recognizing
3 that the Congress and the industry really wasn't
4 prepared to use what was there now. And indeed,
5 when we look, we see that the technology is
6 ready.

7 They wanted a solution they could use now
8 without a major investment of either federal or
9 private dollars. That isn't to say that there
10 won't be a lot of money spent, there has to be,
11 but it won't be great complex infrastructures.

12 The operating word really is use it. As in go to
13 the store, buy it, take off the shrink wrap and
14 use it now.

15 As we briefed to Admiral Card last week in a
16 group that was studying the VTS problem
17 specifically, their sound byte was just do it.
18 The idea was, let's get on with it. We've talked
19 a long time, we're ready.

20 Now, what is it we are going to just do? I
21 think we need to look at the what. The what is
22 investing the necessary thought, resources and
23 energy to ensure that our ports and our waterway
24 infrastructures operate efficiently and safely
25 for almost all the stakeholders.

1 This is necessary -- it was necessary that
2 the systems be in place to support efficiency and
3 safety. For the last few years the Coast Guard
4 has been working toward a safety system that
5 would provide waterway users one-stop shopping.

6 For answers to the Coast Guard related
7 questions, we need to continue that part of that
8 as cleaning up our regulations so that they're
9 also easy to understand and to use. We
10 understand that if the users of the regs and the
11 vessel operators don't know what the regs say
12 because they're too complex or too vague, then we
13 will not achieve safety. So we need to let them
14 know who we are, know the answer to that question
15 and understand our regulations.

16 It would make more sense if the entire
17 marine port system were under one-stop shopping.
18 Possibly a web page for all our waterway
19 services, federal, state and private. Hopefully
20 we wouldn't get to the point that it would, we'd
21 have to go through the litany of push one if you
22 want to talk about this, or push two if you want
23 to talk about that, or get on the, on a voice
24 mail and say call back later. I think we'd have
25 to recognize that the industry needed it all to

1 happen in real time.

2 Finally, that the necessary port service are
3 in place to effect the smooth movement and
4 operation of ports and waterways. It may seem
5 odd for the Coast Guard to keep hammering away at
6 efficiency in support of safety, but consider
7 this. In a recent study done by AAA Club in the
8 Potomac area in Washington, the drivers conceded
9 that the -- concluded that the highest risk of
10 accident or death was not speed, not even drunken
11 driving, but rather was aggressive driving. This
12 was brought on in part by the highway
13 infrastructure's inability to deal with the mass
14 movement of people. And indeed that's what we
15 think is while, as the Marine Board Study said,
16 our highways and our ports are safe, they could
17 be safer.

18 But I think what the real worry is is that
19 in 20 to 30 years it's going to be different.
20 The competition for use of the waterways is high
21 now, and it's going to go up significantly. I
22 think by the year 20/20 or less, trade triples.
23 Well, that has to come from somewhere, and that's
24 ships.

25 Now we're finally to why. Why is maybe, as

1 we've said, so that Americans have a safe,
2 secure, efficient, accessible, economically
3 viable and sound marine component of the National
4 Transportation System.

5 So, clearly that's a legitimate goal. I
6 can't imagine anybody would object to that. It's
7 intermodalism. Our new Secretary has stressed
8 the need to make sure that we have safety in the
9 transportation system of the United States and is
10 going to make that one of its major tenants of
11 his administration in the next four years. And
12 we think we best reached that through Outreach
13 with the industry, so we can define and better
14 understand what waterways management is. Because
15 if we're to achieve safety, we need to get on
16 with the management of the United States's
17 waterways.

18 This is the definition that the group came
19 up with and we've sent forward. We wrestled with
20 it, and we felt that the most important part is
21 we made the word bigger, it was the efforts of
22 the public and private resources to ensure that
23 the infrastructure systems and services of our
24 ports and waterways meet the demands for a safe,
25 secure, efficient, accessible -- these guys got

1 long on this -- economically liable,
2 environmentally sound of the National
3 Transportation System.

4 We had some different words in the
5 beginning. We talked about a National Highway
6 System, the Marine Highway System, but we wanted
7 to link it to the fact that it is the key to the
8 National Transportation System. And indeed,
9 we're going to go -- one of the recommendations
10 is the build up, a highway, national highway,
11 marine highway's plan, the integrated efforts of
12 the public and the private.

13 As we looked at it, the government only
14 really in all those functions, 32 functions, was
15 responsible only for three. They're obviously
16 having to do with aids in navigation and safety
17 of the waterway. But the rest clearly were in
18 the industry with the federal government or state
19 government involvement. But the major
20 responsibility really lied in the public area.

21 So we think that we need stakeholder --
22 we're just going to do it. We need stakeholder
23 input to deal with the process, and the process
24 being waterways management; and, of course, the
25 goal is waterway safety.

1 The biggest problem is how to manage it
2 safely. You're here to deal with the technology
3 side of that, and we look forward to what we
4 learn.

5 I would again stress that Congress is
6 critical and the Coast Guard concluded unless we
7 have an efficient and a profitable marine
8 transportation industry, we will not be able to
9 meet our goal and the nation's goal of a safe
10 transportation industry.

11 Thank you very much.

12 (Applause.)

13 MR. McCARTY: Mr. Lemley will take questions
14 now, if there are any.

15 MR. LEMLEY: Does anybody want a coffee
16 break?

17 MR. McCARTY: Okay. In that case we will go
18 on coffee break and the next session will begin
19 at 10:00. And we need to start on time in order
20 to get through before lunch.

21 (Recess from 9:35 to 10:05.)

22 MR. McCARTY: The next session is a series
23 of papers dealing with the waterway management
24 issue. Leading this session is Commander Ken
25 Prime, who is currently chief of the Vessel

1 Traffic Services Facilities Division at
2 Headquarters.

3 Commander Prime graduated from the Coast
4 Guard Academy in 1977 and has served in a variety
5 of operational and staff assignments throughout
6 the Coast Guard, including Jacksonville, Florida,
7 Washington, D.C., Los Angeles, New York, and
8 Yorktown, Virginia.

9 In his current assignment Commander Prime is
10 responsible for managing VTS operations and
11 maintenance budgets and achieving cost effective
12 VTS service enhancements.

13 With pleasure, I present Commander Ken
14 Prime.

15 (Applause.)

16 COMMANDER PRIME: Well, good morning. We're
17 looking forward to this session. This is
18 basically the Coast Guard's version of VTS truth
19 or bust on this. And we've got a lot of good
20 things that we can talk about. We're going to
21 have a whole litany of what we've done in the
22 Coast Guard realm of VTS, and we're also going to
23 explore some of the other burgeoning VTS --
24 somebody take that guy's chicken from him.
25 Animal rights, I'll tell you.

1 We're looking forward to your comments on
2 this. But what I would like you to do is hold
3 your questions until we get all the speakers
4 through. If you see me raise a hook, it's to get
5 some of these speakers off because we're on a
6 pretty tight schedule. The format, as you see,
7 is for 15 minutes apiece for them to talk through
8 the specific things that they're going to do, and
9 then we'll go to the next speaker. I'll
10 introduce each speaker sequentially.

11 One change we'll have in the program is the
12 order. We'll be going from Commander Carroll,
13 talking about the Coast Guard pieces -- one
14 change then we'll go to the Tampa Bay Consortium.
15 I think Captain Basel was afraid that Captain
16 Page would take all his air time up, so we had to
17 make that concession.

18 Our first speaker will be Commander Paula
19 Carroll, and she will give you a breakdown of the
20 Coast Guard VTS's. Commander Carroll is a
21 graduate of Penn State University, been in the
22 Coast Guard for 19 years and stationed in
23 San Francisco, Headquarters, Seattle, Miami,
24 New Orleans and she is now currently the
25 commanding officer of Vessel Traffic Service in

1 Houston, Galveston.

2 Without further ado, we'll kick this off and
3 thank you. Commander Carroll.

4 (Applause.)

5 COMMANDER CARROLL: Thank you. And I have
6 15 minutes to talk about five VTS's. I either
7 talk really fast or get the hook.

8 I'm going to speak about five VTS's. The
9 first one is the temporary VTS which was
10 established at Baton Rouge during the periods of
11 high water on the Mississippi River; it was just
12 last month that it was in operation. And then
13 I'm going to speak about four permanent VTS's.
14 I'm going to present them in this order,
15 Louisville, Kentucky first, Houston, Galveston
16 second, New York third and VTS Prince Williams
17 Sound last. And I'm presenting them in that
18 order because of technology, going from lowest to
19 highest.

20 Okay. This is, this is Baton Rouge, the
21 area on the Mississippi River. And a regulated
22 navigation area was established from Vicksburg,
23 Mississippi down to the mouth, and it established
24 minimum horsepower requirements and limitations
25 on tow size.

1 Then on April 7th a safety zone was
2 established at Baton Rouge within that RNA for
3 mile 238 to mile 225. And this added additional
4 horsepower requirements, daylight transit only
5 for southbound traffic through the 190 bridge,
6 and the use of industry provided assist tugs at
7 Port Allen Locks and Wilkinson Point. And it was
8 also the birth of VTS Baton Rouge, a joint Coast
9 Guard/industry operation.

10 Vessel traffic center was set up in capital
11 fleet along the river and it was manned by Coast
12 Guard/industry 24 hours a day sharing watches.
13 They enforced a safety zone, monitored traffic,
14 provided general traffic summaries and performed
15 other logistical and public relations duties.
16 The two assist tugs also were manned by Coast
17 Guard and industry 24 hours a day, and they
18 controlled and assisted transiting vessels,
19 enforced the safety zone and provided visual
20 surveillance for the vessel traffic similarly.

21 Closed down last Friday after, April 25th,
22 after 18 days in operation and a total of 1,680
23 vessels transited safely.

24 VTS Louisville. VTS Louisville is a
25 function of the Coast Guard group, Ohio Valley.

1 And the tank commander Kurt Springer is the
2 commanding officer of that unit. It is an
3 on-demand VTS, only during periods of high water.
4 And it's manned by active duty personnel in the
5 Reserve.

6 This is their area on the Ohio River. It
7 extends from 12-mile island, which is on the
8 right-hand side, the island in the river there,
9 and extends to the left McAlpine Locks on the
10 left. It's 13.8 miles. This is also their
11 manual board. They move vessels along this based
12 on call-in information. This average -- it's
13 average -- it's in operation for an average of 45
14 days.

15 There are two critical areas, Conrail
16 Bridge, which is that, and then also the entrance
17 above the McAlpine Locks. This is the upper
18 gauge for the lock and that's the lower.

19 In 1996 they had a record year. They're
20 probably working to break that record this year.
21 They had 106 days of operation, 14,217 transits,
22 and 99 percent of it is towboat traffic.

23 Equipment. They have no visual
24 surveillance. They're in the basement of a
25 building six blocks from the river, basically.

1 So they use Centercom VHF/FM radio, channel 13.

2 They have two direct phone lines, one through
3 Conrail Bridge, so that the bridgemen will raise
4 the bridge for vessel traffic to pass. And also
5 McAlpine Locks, and they get regular hourly
6 updates on the water level, which is what that
7 chart is on the right-hand side on the bottom.

8 Their operations and staffing are a little
9 bit different from the others. They're in
10 operation 24 hours a day when they are in
11 operation. They have three, eight-hour, one
12 person watches. The day watch is an active duty
13 petty officer first class or above, and the night
14 watches are manned by Reservists.

15 Okay. VTS Houston/Galveston is an
16 independent command, commanded by yours truly.
17 It is a surveillance and manual tracking system.
18 The geography is, it's approximately 73 miles in
19 length, our area. It includes the Galveston Bay
20 entrance channel to Buffalo Bayou, which is up in
21 Houston. Also includes the ports of Texas City
22 and Galveston and parts of the Gulf Intracoastal
23 Waterway.

24 It has soft bottom and prevalent shoulder.

25 The lower portion of the Bay is, looks like open

1 water, but it's not navigable by deep drafts or
2 tows, it's too shallow there. So there is a big
3 ditch there that's called the Houston Ship
4 Channel. It's 400 wide by 40 feet deep, 54 miles
5 long and very narrow. Vessels navigate toward
6 each other and then at the last minute they swing
7 to starboard and the hydrodynamics of the channel
8 keep them apart. So if I go through these next
9 slides sort of quickly, you'll get the idea of
10 the Texas chicken.

11 And the last year there was a navigation
12 realignment, and now there are beacons that mark
13 the 12-foot contour on either side, about 300
14 feet on either side of the channel, which allows
15 for tow traffic to be over there now. Before
16 they were all kind of intermingled.

17 The upper portion is the riverine, it's
18 highly industrial, mostly petro-chemical and it
19 narrows to about 300 feet at the upper end.

20 In 1996 we had 223,293 transits, greater
21 than 600 a day. Mostly tow traffic and ferry
22 traffic, and the other is offshore supply vessels
23 and public vessels.

24 Equipment. Our vessels are plotted
25 manually, integrating information from the VHF

1 and radio and either closed circuit TV or radar.

2 The radar sites survey the lower channel, the
3 open channel; and the eight TV sites provide
4 surveillance on the upper riverine portion.

5 Three communication sites provide 100
6 percent coverage on VTS frequencies. And this is
7 where the sites are located. We've got radar at
8 Eagle Point and at Galveston. The yellow dots on
9 the upper part are the camera sites, and then the
10 blue stars are communication sites. We have
11 three large, one at the vessel traffic center,
12 one at Morgan's Point and one at Galveston.

13 The manual board is a mockup of the Houston
14 Ship Channel. The red side is inbound, and the
15 green side is outbound. The cards represent
16 vessels. The yellow cards are tows, the orange
17 ones are deep drafts and others. The controller
18 manually displays, dead reckoning by speed and
19 then it's verified by cameras and radar.

20 Operations of staffing. Controllers are a
21 mix of active duty and nine civilians, and they
22 are either all days or all nights, and it's their
23 choice. They don't switch from day to night.
24 And as is characteristic of this VTS and the
25 others following, they all have 12-hour shifts.

1 Their number of days on and off differ, but they
2 also all have enlisted watch standards as quarter
3 masters or radar men, and usually the officers
4 are lieutenants with two -- with two previous
5 boat tours.

6 VTS New York is a division of activities New
7 York. And Commander Tim Leahy is the division
8 chief. This is an upgrade port.

9 VTS New York is currently on Governors
10 Island relocating to Fort Wadsworth on Staton
11 Island on May 8th.

12 The geography is, on the counter clock-wise,
13 with Staton Island beginning with lower New York
14 Bay, Arthur Kill, Newark Bay, Wilnancole
15 (phonetic), Upper New York Bay and then East
16 River to Throgs Neck. And just last October
17 Arthur Kill and East River were added to the
18 area. It's mostly open bay and some narrow
19 riverine, industrial and has rocky bottoms. They
20 had almost 850 transits a day, 308,997. Mostly
21 deep ferries and deep drafts and tows.

22 Equipment. They have 13 remote sites with
23 either -- with cameras and/or radios. And that's
24 kind of a busy slide, but that tells you where
25 they are.

1 The upgrade. Upgrade equipment allows
2 automatic tracking of movements in lower New York
3 Bay. Radar tracking is assigned by the sailing
4 plan and then icon automatically moves with the
5 vessel on the monitor. The remaining AOR, which
6 is area of responsibility, there are 175 standard
7 routes programed into the system. There is also
8 automatic movement of the icons, but the watch
9 standard routinely just the icon based on speed
10 of the vessel.

11 Three sectors. The data entry of vessels
12 entering the system is at this port. AOR, prior
13 to the expansion in October. And the additional
14 AOR, plus anchorage management. There are three
15 main anchorages there that are either a 48-hour
16 stay or 30 days, and arrangement is coordinated
17 with the pilots and the facilities and the VTS.

18 And the VTS also monitors for potentially
19 dangerous situations such as dragging anchors.

20 Operation and staffing. They have 12-hour
21 watches, two days on, two days off, and rotate
22 nights to days every two weeks.

23 The activities duty officer concept. This
24 is something new as this is a new command,
25 prototype, activities New York. The VTS part,

1 they're part of the new command and it is a
2 combination of several commands, group, captain
3 of port New York, reinspection on August, and VTS
4 New York. They're all under one activities
5 commander. Essentially it's one-stop shopping
6 for all customers.

7 VTC watch officer -- I'm sorry. VTC watch
8 officer is Double Haddidus, ADO. He has traffic
9 management responsibilities as well as command
10 duty officer. He oversees Coast Guard response
11 to all issues, search and rescue, Captain of
12 Port, marine environmental response. And he is
13 responsible for that in the whole activities AOR,
14 which is larger than the VTS.

15 The ADO's spend most of their duty in VTS.
16 They also assist in case management of other
17 Coast Guard missions in the operations center.
18 And when they move to Wadsworth, the vessel
19 traffic center and the operations center will be
20 co-located. Currently they are more apart.

21 Okay. VTS Prince Williams Sound is a
22 division of MSO Valdez. And Lieutenant Commander
23 Joe McGuiness is the division chief. It's an
24 automated independent system port. I guess
25 that's automatic identification system port

1 instead. At any rate -- sort of hard to see the
2 light. But anyway, the area includes portions of
3 Prince Williams Sound from Cape Hinchinbrook
4 north to Port Valdez, including Valdez Armament
5 and Valdez Narrows. It's also a regulated
6 navigation area. There are treacherous reefs and
7 glacial ice and high winds that can create
8 hazards to navigation. There is a special area
9 of Valdez Narrows which limits traffic to one way
10 when tank vessels 18,000 dead weight tons or
11 greater enters the area, and the tank vessel must
12 exit before other traffic is permitted. They
13 monitor over 8,000 transits yearly, mostly
14 petroleum tankers.

15 Equipment sites. They have, and my
16 apologies, to Raytheon and two radar sites at
17 Valdez Spit and Potato Point. These are two
18 surface search radars with antennas at each site.
19 And at Potato Point, both operate simultaneously.
20 And Valdez, the second is on immediate standby.

21 Equipment sites, again, I'm sorry, but DGPS
22 are the yellow triangles, and radar off the
23 Valdez and a few other spots. I'm sorry.

24 Automated dependence surveillance system,
25 ADSS. This was installed in 1994. There is a

1 differential GPS reference station at the vessel
2 traffic center in Valdez and two non-directional
3 DGPS beacons at Potato Point, Cape Hinchinbrook.
4 Four VHF transceivers are at Valdez, Potato
5 Point, Naked Island, Cape Hinchinbrook, and the
6 sites are linked by microwave.

7 Automated dependence surveillance shipboard
8 equipment. This has been a requirement since
9 July 1st of '94 for tank vessels 20,000 dead
10 weight tons or greater navigating in the area.

11 Vessel with ADSSE receives the DGPS
12 correction by beacon. And then are poled by the
13 vessel traffic center. The vessel transmits its
14 corrected DGPS system, position, name, course and
15 speed electronically over VHF-FM channel 70
16 through one of the four VHF sites. Information
17 is forwarded to the sensor data processors at the
18 center and displayed and tracked on
19 geographically displayed consoles. And the
20 vessels tracked are, tracked throughout Prince
21 William Sound and up to 50 nautical miles off
22 shore.

23 The traffic center processes information
24 from active surveillance of radar, ADSS and other
25 participating vessels. The information is

1 disseminated to other vessels in the area. And
2 again, they have 12-hour watches, 7 days on, 7
3 days off, and they rotate between days and nights
4 every other week.

5 Almost through. VTS is a division of the
6 Marine Safety Office Valdez. It's very similar
7 to the activities concept, only I guess smaller.
8 It's a multi-mission unit and it is VTS with VTS
9 center is the information hub, upon receiving the
10 information first and transferring it to the
11 appropriate offices. And this integrated nature
12 allows each mission to be supported and enhanced
13 by the others.

14 In closing I'd like to say that the goal of
15 all VTS systems is to improve vessel transit
16 safety by providing timely navigational and
17 collision avoidance information, plus any other
18 conditions which may affect navigation such as
19 weather, aids to navigation, status and special
20 situations.

21 You have seen today that this has been a
22 brief overview of these national VTS systems. As
23 seen, each is different but every VTS provides
24 important, timely information to mariners by
25 whatever means to maximize a safe and efficient

1 use of waterways through powerful information.

2 Thank you for the opportunity to speak.

3 (Applause.)

4 CAPTAIN PAGE: The next paper is from

5 Captain Basel, Brian Basel, currently a

6 commanding officer with the U.S. Coast Guard,

7 safety officer here in Tampa, graduate of New

8 York Maritime College. In 1972 he served in a

9 variety of marine safety and environments

10 throughout the Coast Guard, Baltimore,

11 Washington, had and international player of

12 Rotterdam. Been also the international player of

13 Louisiana as well, New York, Honolulu and

14 Cleveland. His most recent assignment before

15 coming to Tampa, he was chief of marine safety

16 and quality assurance and the safety staff in

17 Washington.

18 And following him will be Mr. Bob Steiner,

19 he is the director of the Port of Tampa, graduate

20 of Merchant Marine Academy, 1962. He has been

21 on, one of my quick notes here, been to the Port

22 Authority of New York, New Jersey for 21 years,

23 last 7 years which he was the deputy director,

24 worked for sea/land for five years, worked for

25 Atlantic Container Line for three years and

1 currently in his position as the Port Director of
2 Tampa since 1995.

3 Captain, if you would enlighten us of what
4 you're doing?

5 CAPTAIN BASEL: Thank you, I'm going to
6 really have to fly through here to just use up my
7 7-and-a-half minutes and not steal all of Bob's
8 time.

9 So let's see, with us today is Captain Steve
10 Cropper who is also part of the team in Tampa.
11 To build on one of the things that Mr. Lemley
12 said this morning, Tampa has moved ahead just
13 doing it. And they really have over the last few
14 years and right now at the position of we've got
15 a concept development team that is going to bring
16 all this together and hopefully make a VTS happen
17 in Tampa Bay.

18 You will hear from Mr. Bob Steiner, Mr. Sal
19 Litrico who represented the Federal Pilots in the
20 domestic tug barge industry, Captain Steve
21 Cropper with the State Pilots and myself.

22 What I'd like to do first is just give you a
23 quick overview of Tampa Bay for those who might
24 not be familiar with it. The channel runs
25 approximately 43 miles from the sea buoy up into

1 Tampa, up in the far right-hand corner. As you
2 come in, you'll see off to the east side or the
3 right-hand side a 90-degree turn, that's going
4 down into Port Manatee, and off to the left, of
5 course, is St. Petersburg, which is another port.

6 Up into the, another channel going up to the
7 upper left is Old Port Tampa, as well as Wheaden
8 Island. And on the other right-hand side is some
9 other cuts with power plants and so forth in
10 there.

11 Some of the risks as a vessel transits Tampa
12 Bay primarily is the weather. Tampa is known for
13 its thunderstorms and powerful lightning storms,
14 particularly in the summer, and this will occur
15 roughly 91 days of the year. These storms will
16 come up without much notice, with also 50 and 60
17 mile an hour winds, and these will effectively
18 even wipe out your radar screen, solid clutter.

19 The channel itself, as I mentioned, roughly
20 40 feet deep, very narrow -- between 500 and
21 1,000 feet wide, again 43 miles long. It's a
22 long run. Depth once you go outside that
23 channel, 10 to 15 feet; it's unforgiving.

24 Environmental sensitivity, pretty easy, 100
25 percent. It's all swamps, mangroves, marsh area,

1 endangered species and so on. There is no real
2 good place to have a spill in Tampa Bay.

3 Cargo-wise, we've got some pretty good --
4 pretty dangerous cargoes coming up. LPG,
5 ammonia, low EPI oils or the sinking oils, molten
6 sulfur products, meaning the petroleum products,
7 phosphate. What happens is the ammonia and the
8 sulfur are mixed with the phosphate to create
9 fertilizer, which is a major export out of Tampa.

10 Some of these ships are not always in the best of
11 condition. A lot of this stuff goes down to
12 China, Australia, places like that, and most of
13 these are trading on the spot market.

14 Also Tampa has a fairly decent sized
15 passenger vessel port with approximately 400
16 transits a year with cruise ships.

17 Just taking a quick look at the number of
18 transits: Ships, 4,500; tug barge, 25 to 3,300,
19 double that for transits, 6,650. Not really an
20 unmanageable number. That comes out to roughly
21 one ship an hour. That could be managed with a
22 good traffic system.

23 Cargo-wise, the bulk and the general cargo
24 is roughly equal to the tank vessels. It is one
25 of the major oil importers, usually in the top

1 ten of the nation. Again as the number of
2 transits of those cargoes that you see coming in.

3 I got a little bit of background, some of
4 the more famous casualties of Tampa Bay. We'll
5 go back to 1980, the BLACKTHORN and CAPRICORN
6 collided, loss of 27 off of the Coast Guard
7 cutter. Despite a long series of chain, a long
8 ARO chain we will still take, take a hard look at
9 all of these casualties here, but it will be one
10 of the, one of recommendations was that the study
11 be initiated concerning marine traffic in Tampa
12 Bay to include establishing a control system to
13 prohibit vessels meeting or overtaking at certain
14 channel junctions. A lot of this is being worked
15 right now with some voluntary agreements.

16 Another famous one -- 1980 was a bad year --
17 the SUMMIT VENTURE took out the Skyway Bridge, 35
18 people were killed, mostly from cars driving off
19 the bridge, including a Greyhound bus. Here's
20 one of the classic cases of the weather that
21 comes through this area. And you have got to
22 keep in mind that some of these transits are
23 about four hours up the Bay and sometimes this
24 weather will come up in about a half an hour, so
25 quite often the ships are out there and there is

1 nothing they can do but keep going.

2 The Motor Vessel SUMMIT VENTURE was beset by
3 a localized storm of enormous proportions which
4 could not have been foreseen. The SUMMIT VENTURE
5 lost all radar presentation because of the
6 weather clutter. Again, it was a long ARO chain,
7 however, this was the final thing that led to the
8 casualty.

9 More recently, in 1993 there was a famous
10 three vessel collision, major fires and
11 pollution. Pollution clean up costs were about a
12 hundred million dollars. Again, Marine Board
13 recommendation nationwide, establish means for
14 recording channel 13 or designate
15 bridge-to-bridge channel in critical waterways
16 where such recording is not currently being done
17 by a VTS or other system.

18 So you have three real solid cases that we
19 can build upon here, each of which would probably
20 have been altered had there been the type of
21 system that we're looking at right now.

22 Just a quick run out, where is the Port
23 going? Appears to be a real strong interest in
24 the cruise ships coming this way. Some 70,000 to
25 even some of the new 100,000 ton cruise ships

1 that are right now taking a look at Tampa.

2 There is a roll-on-roll-off passenger vessel
3 operation getting ready to start to Mexico with
4 two vessels, one of which is already here in
5 town, start up as early as next month. Gaming
6 vessels, typically right now they're all up and
7 down the coast on some of the passes, however
8 there is a new large one within the next month
9 that's going to be working out of Port Manatee
10 twice a day carrying almost two thousand
11 passengers.

12 Ore emulsion is a controversial new
13 alternative source of fuel coming out of
14 Venezuela. Right now they're waiting for the
15 Governor to hopefully give them the approval to
16 bring that stuff in and do a test burn here in
17 Florida. One thing to note, the ore emulsion
18 people toward America, if they get their permit
19 from the Governor, have offered to donate one
20 million dollars to kick start a VTS in this town.

21 There is a new liner service just starting
22 up between Tampa and Latin America, as well as
23 there has been some channel improvement, some
24 deepening and some widening of areas in the
25 channels in Tampa Bay.

1 As I said, Tampa has just been doing it over
2 the last five years or even longer. Just want to
3 run real quickly what already exists in this port
4 that we're going to build upon to create a VTIS.
5 Right now there is a VTAS, vessel traffic
6 advisory system, which is run by the Port
7 Authority, basically in an advisory system; needs
8 some improvements, but it already does exist in
9 the Port Authority. Basically, it's strictly a
10 radio telephone talking with the vessels.

11 They do have a -- last year they added
12 Doppler weather, which has been a tremendous aid
13 to some of the, to the mariners. Tampa probably
14 has one of the best ports or physical
15 oceanographic real-time systems in the country.
16 There are a whole series of tidal, visibility and
17 other weather sensors throughout the Bay. This
18 past year more were added to the mouth of the Bay
19 around Egmont Key, and also the tough turn into
20 Port Manatee.

21 The annual cost runs around \$200,000 and the
22 Port Authority just secured funding through the
23 year 2000. So that has been a great aid for
24 everybody on the Bay.

25 The VTIS consortium chartered by the State

1 recently completed a report and Mr. Steiner will
2 tell you about that.

3 December of this -- of 1996, the National
4 Westshore Program just completed a comprehensive
5 conservation of management plan of the Bay which
6 strongly supports the VTIS, titled Charting the
7 Course. In addition, to show their support,
8 there has been \$40,000, which the Port Authority
9 has right now to put into a VTI, some type of
10 VTIS.

11 The pilots have been experimenting with
12 about a half a dozen different lap-top style DGPS
13 systems, and the formal sub-committee right now
14 is still evaluating different systems.

15 There are regulated navigation areas on the
16 Bay which require marine advisory broadcasts;
17 there's nine of them. We make sure everybody
18 knows who is where and so forth on the Bay.

19 To manage some of the LPG, the ammonia and
20 some of the jalopy old transits coming up the
21 Bay, the Coast Guard uses pretty aggressive
22 safety zone, captain of the port order program
23 which ranges in the pushing up to about a hundred
24 a year.

25 And right now in the -- existing in the port

1 is an informal marine advisory committee, which
2 almost anybody can attend to get their opinions
3 out; and also a more formal safety guidelines
4 committee.

5 Interesting enough, this is a study being
6 done up at MIT that nobody down here knew about,
7 popped up last month, but it showed -- compared
8 Tampa with Boston, New York, Houston and San
9 Francisco. Tampa obviously in the middle. And
10 it showed over a 15-year period, that's 1985
11 to -- or 1981 to 1995, that Tampa had the highest
12 grounding of any of those ports. Roughly three
13 groundings per 1,000 transits.

14 On the real positive side, when we take a
15 look at that, if you look at the top line, that's
16 Tampa compared to the other four ports. Over the
17 last five-year period, as all those things I just
18 mentioned have slowly gone into effect, the
19 grounding rate has almost been cut in half, down
20 to approximately one-and-a-half per thousand.

21 Quick summary of some of the other
22 casualties over a five-year period. We've all
23 heard the 80 percent rule. Well, it seems to be
24 true here in Tampa also, without a doubt.

25 Seventeen human error groundings, seven

1 weather-related groundings and five collisions.
2 We believe with some type of DGPS system, whether
3 pilot or the event person in charge knew a little
4 bit more of what was going on out there, that
5 those outcomes would have been significantly
6 different, if we turn around those next two
7 sections of the numbers I pulled off of the
8 graphs.

9 But still when we take a look at what's
10 going on right now, in Tampa we can anticipate
11 eight groundings a year. The question, that's 16
12 draft and two tug barges, which is exactly what
13 the makeup of the vessels transiting the port
14 are. Our question is, is that risk acceptable?
15 And our answer is, no.

16 So what have we done? Right now we're in
17 the process of -- we actually have done it now,
18 we've had two formal meetings, created a Tampa
19 Bay Harbors Safety Committee, making sure we get
20 every stakeholder on the Bay represented, the
21 three port directors, the Chairman of the Tampa
22 Bay Pilots Association, a record of petroleum,
23 the phosphate, interport tug and barge industry,
24 the local tug industry, cruise ships.

25 Backing up to the tugs, there are also two

1 tracking tugs in Tampa Bay, which is excellent
2 for when we have tug escorts here.

3 Cruise ships, recreational vessels, that's
4 represented by a member of the Florida Council of
5 Yacht Clubs. There's an environmental rep on
6 there, right now a person from the agency of Bay
7 Management represents all of the
8 environmentalists. The greater Tampa Bay Marine
9 Advisory Council, which I mentioned the informal
10 group where everybody can get a say. And then a
11 number of ports, as well as two districts of the
12 Florida DOT and the Captain of the Port.

13 Basically, this is the new board of
14 directors of Tampa Bay and everything is going to
15 go through these guys for an approval of what
16 needs to be done on the Bay. These guys have
17 laid out a quick vision plan, to develop funds
18 and place in service a model ports and waterways
19 management system by establishing an innovative
20 Vessel Traffic Information System, using portable
21 precision navigation equipment based on the
22 Differential Global Positioning System and other
23 state-of-the-art technologies to ensure and
24 enhance port safety, environmental safety and
25 vessel safety by providing improved information

1 services and traffic organization to all the
2 stakeholders of Tampa Bay, in a cooperative,
3 public and private sector partnership, prior to
4 the end of 1997. There is a copy of the concept
5 paper in the back of the room.

6 And at that point I'll turn it over to
7 Mr. Bob Steiner from the Tampa Bay Port
8 Authority.

9 (Applause.)

10 MR. STEINER: Captain Basel went from what
11 happened here to where we are today. Let me tell
12 you how we got to where we are today.

13 Tampa Bay Vessel Traffic Information Service
14 Consortium, a process overview, what we went
15 through. Legislation was passed in 1995 which
16 basically instructed the consortium to design and
17 develop implementation strategy for a Vessel
18 Traffic Information System, and make
19 recommendations on the design of the system,
20 funding for the system and a strategy for
21 implementing such system, and implementing not
22 later than 1 July 1997.

23 And as Captain Basel outlined, we are also
24 implementation. State Senator Sullivan who
25 headed the committee to put the consortium

1 legislation together, sent a couple of private
2 letters to me. The Legislature deliberately
3 shifted the costs for a VTIS to a partnership
4 approach. In other words, don't ask the State
5 for anything from here on.

6 Number two, design a system that will make
7 some definite improvements to the traffic safety
8 system. That's kind of clear and simple.

9 And number three, this is to be an
10 incremental approach. Don't do it all in one
11 day, do it right.

12 Other considerations of the consortium went
13 through, we knew we had to keep Tampa Bay ports
14 competitive, which means you couldn't charge four
15 or five thousand dollars a transit for each. We
16 had to be sustainable from local resources, that
17 was the command from the State, we need to be
18 needs driven, not vendor driven. Every vendor in
19 the world, and they didn't care what we needed,
20 they wanted us to buy what we had. And we had to
21 put in what we needed and not what was there, and
22 build a strong foundation for the future, which
23 we think we've done.

24 The makeup of the consortium was simple. We
25 have three port authorities in Tampa Bay, Tampa,

1 Manatee and St. Pete. All three port directors
2 are under consortium. The major users were
3 phosphate, oil and the U.S. flag industry. The
4 chairman of the Tampa Bay pilots, and advisor
5 from the U.S. Coast Guard Headquarter Irene
6 Hoffman, who is a super help to us to these two
7 years of deliberation.

8 Consortium approach was simple, assess the
9 risks as we saw them, determine what is needed to
10 minimize the risks, assess adequacy of existing
11 traffic safety measures, identify steps necessary
12 to correct the shortfalls, and suggest
13 implementation plan.

14 First from our standpoint, what were the
15 risks? Well, they were kind of simple: We had
16 navigation difficulties we knew about.
17 Information shortfalls, and the three major
18 collisions all were part of information
19 shortfalls, communication shortfalls.

20 Vessel Traffic Advisory System shortfalls,
21 as Captain Basel said. Right now it's kind of a
22 talk back and forth system that has to be made a
23 lot better than that and also has to be mandatory
24 compliance and rules and compliance with them.
25 Right now the rules are more voluntary than they

1 are mandatory.

2 Locally identified needs. We knew we need
3 all weather precision navigation capabilities
4 because of our tremendous situation here with
5 thunderstorms. Real-time information with tidal
6 information has to be kept up. Up-to-date
7 weather information. We put Doppler in, we still
8 have to make it better.

9 Improved communication, we talked about.

10 Recording capability, very, very important.
11 We don't have it yet, but that's what the \$40,000
12 is going to be used for, to buy recording
13 equipment.

14 Improvements to our present VTS system and
15 rules consistently enforced.

16 The consortium implementation plan. You use
17 DGPS for precision navigation; and that, as
18 Captain Basel said, we are looking into now. We
19 have a committee looking into that.

20 Achieve dependability funding for ports. We
21 are funded through the year 2000. We have to go
22 beyond that.

23 Correct communication shortfalls. That
24 requires two things, both purchase of equipment
25 and placing our transmitter in a different

1 location than it is now.

2 Upgrade our present VTS system. In other
3 words, build upon what we already have, develop
4 rules and ensure compliance, achieve U.S. Coast
5 Guard participation, which we had from the
6 beginning and still have today. It's not total.

7 Form a permanent responsibility, excuse me,
8 responsible body, which is the Tampa Bay Harbor
9 Safety Committee, which has now, as Captain Basel
10 said, met twice.

11 As I look back on everything, one, there
12 must be a reason for what we did. Well, the
13 three major collisions or accidents and all the
14 groundings are reasons. The process is a
15 long-term effort, very, very important. It's not
16 going to be done in 1997, 1998, it's going to be
17 a long process. We just must make it better
18 every year. Get help if appropriate. We, as a
19 facilitator through our two-year system, and it
20 worked out very, very well.

21 So from the outside looking in to help guide
22 us through the whole system, involve the Coast
23 Guard early and they were in early, came to every
24 meeting, and came from three different places,
25 Washington, came from Miami and they also came

1 from Tampa. Very, very important for all of us.

2 Have three points of focus. Need, need,
3 need. We do not have to have what is nice. We
4 have to have what we need. And one following --
5 one last slide is, as Captain Basel said, we now
6 have our Tampa Bay Harbor Safety Committee set up
7 and we're now set up in the following: We have
8 an executive committee which is discussing with
9 the Coast Guard what this partnership should
10 become. And myself and Sally Trico is chairman
11 of the Harbor Safety Committee. Irene Hoffman
12 from Washington and Captain Basel will be sitting
13 down over the next few weeks and month and
14 talking about our eventual partnership. We have
15 charter and bylaws committee, financial
16 management committee, operations which developed
17 the harbor safety plan, technical committee which
18 goes through all the various present and future,
19 and Outreach public relations which will start
20 now and go over the next few months.

21 And I thank you very much for your
22 attention.

23 (Applause.)

24 CAPTAIN PAGE: Our next presentation will be
25 a tandem group, Captain Ed Page and Captain Mani

1 Ascherneyer. Captain Ed Page is my personal
2 hero. He is a graduate of the Coast Guard
3 Academy, 1972. During his 25 years of service,
4 he sailed on the Coast Guard Cutters BOSTON and
5 SEATTLE. He's been assigned to MSO's in
6 San Francisco, Anchorage, Alaska and presently at
7 LA/LB, Los Angeles, Long Beach.

8 He has additionally served as Coast Guard
9 Group CATCHICAN, Loran station Iwojima. He was
10 17th district Juneau. He has got a theme here,
11 he has avoided Headquarters, that's why he is my
12 personal hero.

13 Personally, he is the captain of port since
14 January of 1994. He will be followed by Captain
15 Mani Ascherneyer.

16 CAPTAIN ASCHERNEYER: We're going to do it
17 together.

18 COMMANDER PRIME: You're going to do it
19 together. Well, I didn't see the canes passed
20 out and the hats, but that's okay. Captain
21 Ascherneyer is a graduate from Cal Maritime,
22 1963, a licensed merchant mariner. Taught at Cal
23 Maritime from '69 to '71. He has worked with
24 many different companies from Grace, Prudential,
25 Delta Lines and most recently -- I'll move this

1 on -- he is the executive director of the marine
2 exchange at Los Angeles/Long Beach and he
3 facilitated the start up of his partnership that
4 we have in LA/LB for the Vessel Traffic
5 Information Service.

6 No further ado, the floor is yours, sir.

7 CAPTAIN PAGE: Thanks, Jim. We'll get this
8 together Mani and I, the tag team approach here.
9 The title of our presentation, Partnership Plus
10 Technology Equals Success. And, of course, we're
11 referring to the Vessel Traffic Information
12 Service on LA/Long Beach, which that block house
13 to the right is -- what it is, is an old Army
14 fort and that is LA right here off to your left.

15 We'll talk about briefly what makes this VTS
16 so unique, what was the genesis of this unique
17 joint venture and partnership, how to support new
18 approaches towards promoting maritime safety, and
19 has the VTS been successful. If it hasn't been,
20 we wouldn't show up today.

21 Give you a little background. What is
22 LA/Long Beach about, what are we trying to serve,
23 what are our needs? LA/Long Beach refers to a
24 general commerce frequently as the largest
25 transportation of the nation, with over 170

1 billion dollars of annual trade, one third of the
2 U.S. waterborne computerized trade, over two
3 million jobs nationwide are impacted by this
4 port. When the computers come into LA, there are
5 ships in New York waiting for them to come across
6 on the land bridge and continue on to Europe, a
7 lot of people are impacted. 5,500 deep draft
8 vessels annually call on their support. 815
9 tankers are within that number, and 5.9 million
10 TDU containers moved in the port here this last
11 year. Clearly the number one container port in
12 the United States.

13 Diverse maritime trade. We see car
14 carriers, then you got a refrigerator ship and
15 then a container ships off of that other side.
16 With respect to container ships, we're getting
17 the largest post Madmax tank container ship,
18 5,500 DU, 950 feet long, 27 knots, barrel at the
19 sea buoy -- and beforehand, wait until they get
20 their pilot before they slow down.

21 When they first came here and sailed out a
22 tanker and just get a feel for the port and go up
23 and down the coast and see it, VTS is in
24 operation from the deck of a bridge of a tanker.
25 I was really surprised when I heard a master tell

1 me that of all the ports that the one he least
2 liked coming to was LA/Long Beach, the one I just
3 inherited. And he said there was no control out
4 there, people are zooming in and out, and they
5 don't speak the language, and it's a free for
6 all. He says, I don't like that.

7 And actually we have a pretty easy approach
8 geographically, but as far as bringing all these
9 vessels to a convergence and the two entrances,
10 the Queen's Gate and Angel's Gate entrances to
11 the two ports, it was not, not a good situation.

12 The container ships you have 35 major lines
13 calling on the port. We get Post Panex vessels.
14 You talk about economic impact and importance of
15 vessel traffic management systems, we talk about
16 20 miles of containers on that one ship. When
17 you put them on the dock and line them up end to
18 end, a lot of impact there, a lot of upset
19 people -- Nordstroms and what have you -- those
20 containers get delayed.

21 In the time of just-in-time cargo, we're --
22 actually we're closing the racks with the price
23 tags on them ready for a Thanksgiving sale and
24 they want to keep on moving. So, it's clearly a
25 strong element of a vessel traffic service

1 efficient port.

2 Some other example of operations, oil
3 shipping operations, 450 million barrels, '96;
4 tank barges. We had the largest, 265,000 dead
5 weight tankers call on our port. The only ones
6 they can pull into are Valdez and here. Cruise
7 ships, 320 annual port calls, half a million
8 passengers. Automobile carriers, 22 percent of
9 U.S. oil imports come through this port.
10 Bulklers, 35 million tons, with a whole plethora
11 of bulk materials. Tugs and tows, 26 tugs in
12 ports. Tugs are in the port, about five of them
13 are tractor tugs, or indirect tractor and direct
14 tractor.

15 And just to add a little confusion, in case
16 that wasn't challenging enough, we got another
17 250,000 recreational fishing vessels rotating
18 smartly around the port's waters to add a little
19 more anxiety level to making it work okay.

20 The key element in safety and making it all
21 work, of course, are the pilots. The pilots,
22 which we have 35 pilots in the port area. That's
23 Los Angeles pilots and the Long Beach pilots.
24 And generally they board about 22 miles from the
25 federal break border. So just before they come

1 to port is when the pilots get engaged and
2 involved, the approaches that we're focused on in
3 the last couple of years.

4 CAPTAIN ASCHERNEYER: We're managing risk.
5 You can see from the AOR diagram there we've got
6 a combination of the arrivals and departures from
7 the major traffic lanes. And we also have ferry
8 traffic going to and from Catalina; some of that
9 is seasonal through the summer months, but it is
10 the year around. And then we have some other
11 transits coming off the west end of Catalina for
12 Honolulu, and also the tanker traffic which stays
13 50 miles off the coast.

14 The Marine Exchange was founded in 1923. We
15 have been up on the hill where we are now since
16 1989. Prior to that, from 1923 on, we had a
17 little perch above the warehouse number one in
18 LA. Those of you that have been to LA have
19 probably seen it.

20 Our area of responsibility with recent state
21 legislation just extended us out 25 miles from
22 Point Ferman and it now includes Santa Monica
23 Bay. The OSVR, Oil Spill Convention and Response
24 Administration, wanted to cover Santa Monica Bay
25 to also get the tanker traffic in and out of El

1 Segundo. We're currently erecting a remote radar
2 system there at El Segundo and we have other
3 radars, of course, at Point Ferman and then on
4 the eastern side over on Point Verte and Long
5 Beach.

6 After three years, and again looking at some
7 of the other numbers, we don't have the high
8 transit numbers, but again we have our
9 challenges. We've had over 70,000 transits
10 through the end of '96. We have radar, radio and
11 ADSS. The ADSS is really the same system that's
12 in Valdez.

13 Of the eighty-some tankers that call up
14 there, we get about 20 of them down there. So,
15 it's more of a demonstration project, but we have
16 integrated the ADSS system into our tracking
17 system. In fact, we track the tankers out about
18 105 miles using ADSS.

19 Expanded vessel coverage, we changed our
20 national rate ranking to agree with national
21 rates. We were out of synch there for a few
22 months when last October they passed the new VTS
23 national rates. Now we are in synch. Currently
24 the covered vessels are 40 meters, power driven
25 and then if you have the certification for 50 or

1 more passengers, you're a covered vessel, and
2 towing vessels 26 feet or more of towing.

3 We have two to three persons on watch,
4 including a watch supervisor. We have a
5 combination of civilians, Marine Exchange, watch
6 tenders and Coast Guard. We are equally mixed up
7 in terms of the supervisors. We have half
8 civilian and half Coast Guard. We're trained
9 through 360 hours of a pretty vigorous training
10 and testing procedures. And now we have a couple
11 of licensed officers that we have on tap, too,
12 for standing watch.

13 We have user fees that remain stable. As a
14 matter of fact, they've actually decreased. That
15 180 to 340 per port call actually represents the
16 10 percent across the board decrease that we
17 threw in the line after only nine months in
18 operation. Last year we gave a 10 percent rebate
19 to all VTIS user customers, based on the fact
20 that we had a surplus, we are a non-profit
21 corporation, we try to be good stewards of that
22 set up. And this year we're anticipating it
23 could be even higher. We're looking at perhaps a
24 12 to 15 percent rebate to all VTIS users giving
25 them back. They calculate what they paid in for

1 the previous year and give them a credit memo for
2 the next year based on that amount.

3 Industry has input on the operation. I
4 think we are perhaps, I dare say, one of the most
5 visited facilities by masters and bridge
6 management teams, port captains, operation
7 directors and companies. They're all invited up
8 on a regular basis.

9 Indeed, if there is an incident, whether
10 it's a minor one or an actual violation, we bring
11 that crew up to the VTIS immediately thereafter
12 and discuss it with them. We have replay device,
13 and it's been a very, very enhancement tool, and
14 trusted safety and educational tool.

15 We are the Maritime Informational Center,
16 one-stop shopping, broker of information with the
17 Marine Exchange of the VTIS and the Marine
18 Exchange. Anything you want to know about vessel
19 traffic, it's right there. Then again, we have
20 the Coast Guard Captain of Port enforcement tool
21 as well.

22 Shared commitment to managed risk, we are
23 again almost 75 years old. We started out from
24 just basic lookouts, graduated into a vessel
25 traffic advisory service, which was a voluntary

1 non-regulated informal thing that we ran from
2 1981 through 1994, utilizing channel 13 and just
3 some basic radar coverage.

4 And then the Port Needs Study, California
5 legislation came into place, and on March 1st,
6 '94 is when we went on line with the formal
7 regulated mandated system that we have today.

8 And I'll turn it over to Ed.

9 CAPTAIN PAGE: Maybe you heard, of course,
10 prevention of people, which is a new theme for
11 the Coast Guard here the last couple of years.
12 When we recognize that 80 percent of maritime
13 casualties are attributable to the human error,
14 we see that the VTS program, the VTS here is
15 clearly a prevention of people tool.

16 We consider ourselves as professional
17 mariners helping professional mariners to provide
18 safe, efficient, environmentally sound marine
19 transportation. And the professional mariners,
20 of course, is a watch standards. The others
21 enforce the pilots, the ship owners, ship
22 operators, excuse me, masters, bridge team, what
23 have you.

24 We are an extension of the bridge management
25 team. We have local knowledge. We're included,

1 tied into the port, fingers on the pulse. And we
2 share that information with the master who is
3 coming across from China or Japan or what have
4 you, and we can plug him in and be part of his
5 bridge management team and assure success.

6 There is a shared commitment when you talk
7 about PTP concepts, there is a shared commitment
8 to bring that ship in, we honor the mariner -- as
9 Mani mentioned, we bring them up. I send out
10 letters of concern if I see a problem. We've had
11 about 380 incidents that concerned us, sent a
12 letter of concern saying I am concerned about
13 this situation, I'd like you to come up and meet
14 me and do a playback. We're trying to educate
15 the mariner and right there on the spot with a
16 video replay, and it's a very, very effective
17 tool. Some of these people are relatively
18 skeptical on occasion, and when they come in they
19 give in. You got the power of playing it right
20 back --

21 CAPTAIN ASCHERNEYER: Some think we are
22 standing up there with a hand-held radio and a
23 pair of binoculars. And when they see the
24 technology, it really is a useful tool.

25 CAPTAIN PAGE: And we're using technology,

1 obviously as was referred to earlier, to help the
2 mariner to gain success. It's a partnership.
3 It's a joint venture. It's our VTS. And when I
4 say ours, the Coast Guard and Marine Industry;
5 it's all of ours. And we're seeking
6 non-regulatory solutions for improving maritime
7 safety.

8 VTIS identifies situations where there is
9 increased risk and allows measures to be taken to
10 provide equivalent levels of safety. Like
11 obviously vessels with mechanical and poor
12 navigational problems are brought to your
13 attention and we'll know that and we'll observe
14 that and then we can step in and PTP or
15 professional people steps in when engineering
16 problems fail, and we can use or deploy tug
17 escorts or VTIS to provide assistance or broker
18 information or get other traffic out of the way.

19 We oftentimes ask the pilots to board early.

20 We've had several ships that get change orders
21 and they all say we don't have a charter valet.

22 We're coming, we can work through that situation,
23 get the pilots aboard early or what have you.

24 People are the best means of prevention.

25 This is a people tool, really. Getting the right

1 tool in the hands of the people. VTS facilitates
2 non-regular solutions. We're developing and
3 promoting standards of care and good marine
4 practice in our port area in lieu of regulations.
5 We use consensus, we use the harbor safety
6 committee as a forum, all members of the port are
7 represented there and we bring out issues that
8 are highlighted by the Vessel Traffic Information
9 Service.

10 Say this is unacceptable, we need to reduce
11 risks, the stakes are too high and you have a --
12 you shut this port down for a day; it's a half
13 billion dollars impact on commerce, two days a
14 billion. A billion here, a billion there, the
15 next thing you're talking real money. So we
16 really want to keep this thing running.

17 So we look at things like one-way traffic
18 and moving vessels in restricted visibility, the
19 anchorage management, all of those things we can
20 do with the VTS tool.

21 The benefits of the joint VTS, we all
22 benefit. But the Coast Guard missions is a key
23 element of what we do in that region. I'm also
24 the captain of port and my area of responsibility
25 extends about 320 miles up and down the coast,

1 but I need my fingers on the pulse, and these
2 type of resources help us get the job done.

3 As a process owner where the public sees us
4 dealing with marine safety issues and
5 environmental issues and law enforcement and
6 search and rescue, this is one of the critical
7 tools. So VTS helps us do our job better. Mani?

8 CAPTAIN ASCHERNEYER: In support of the
9 Marine Exchange, it's a benefit to us, as well in
10 the maritime community, by enhancing the
11 brokering of information. Again, we're the
12 maritime information clearing house for the
13 entire southern California region. And by having
14 the Coast Guard there, we're enhancing that,
15 adding the dimension of the vessel recording
16 process, as well as the enforcement and the
17 information necessary for these new enhanced
18 standards that we're putting through on the
19 harbor safety plan.

20 Some of the benefits provides Coast Guard
21 and maritime community fingers on the pulse. And
22 again, we have daily visits, almost daily, by the
23 members of the community. We certainly are in
24 touch with the harbor safety committee. We are
25 one of the major reporting factors to the harbor

1 safety committee on a monthly basis and, indeed,
2 it is our VTIS.

3 Our board of directors is made up of a
4 cross-section of the entire maritime spectrum, so
5 everyone has an input. The cost effective
6 partnership is, of course, shared space, shared
7 equipment, shared information, shared
8 responsibility, shared personnel. We're
9 constantly in that mode.

10 We have shared information. This is a shot
11 of one of our screens on the network we have.
12 This appears down at the captain of port's office
13 as well. Color coded -- the blues are tankers,
14 the whites are cargo vessels, the yellow is a
15 barge. If there is a red stripe across, it's a
16 passenger vessel. Then you see where he's
17 pointing, the COTP, if it turns magenta, that
18 means there is a captain of the port hold on that
19 vessel so everyone has an instant understanding
20 of what's going on.

21 We're working now with both pilot groups.
22 We'll be having this system hooked up to both
23 pilot stations in the near future so everyone
24 will be on the same wave length regarding vessel
25 movements and arrivals and information. You can

1 click on any one of those lines there and it
2 gives you what we call a big green screen, which
3 gives you the entire history and detail of the
4 vessel's arrival. You click on it again, it
5 gives you all the Lloyd's information, all the
6 data, and it's a complete at-a-glance system,
7 ready to use.

8 CAPTAIN PAGE: I talked earlier about how
9 critical it is. When you look at a captain of
10 port function, port control, aids in navigation,
11 law enforcement, search and rescue, marine
12 inspection, federal on-scene coordinator, a key
13 element of making those missions work is the
14 Vessel Traffic Service. If we can work in
15 partnership with industry, we both benefit from
16 it.

17 But it certainly is a key element. The
18 Coast Guard has to be involved, it's key to our
19 missions. By having us all together, working
20 together, it gets energy, increased efficiency,
21 informed decision making -- which you all want
22 informed decision making rather than the cavalier
23 just off the cuff -- fingers on the pulse, just
24 over the horizon.

25 We believe just like the highway patrol,

1 that if you know they are just over the horizon
2 with a radar gun, whatever, if you're a law
3 abiding citizen, that seems to influence your
4 behavior pattern and you feel more attentive to
5 do the right thing. We believe that the Coast
6 Guard has the same impact on the maritime
7 community, just over the horizon, two contacts.

8 One, search and rescue. We're there to help
9 you when you got a problem. But we're also there
10 to enforce good order and compliance. And cross
11 pollination. All these programs are working
12 together toward the same common goal.

13 Again, we talked beforehand we see an
14 increased efficiency aspect of the Vessel Traffic
15 Services by combining this.

16 CAPTAIN ASCHERNEYER: We have the Coast
17 Guard baseline VTS that has been talked about.
18 Safe, efficient, environmentally sound in the
19 green.

20 With it the Coast Guard and industry
21 partnership has enhanced the efficiency part of
22 it. It's proven to us that indeed there are
23 things to be gained by combining the two.

24 This is our track record, finally. When we
25 first started out, we were an unknown factor and

1 we didn't have figures to really work on. Now
2 we've been up three years and since the end of
3 1996, you can see our 32 percent reduction in
4 total vessel incidents. A lot of that recognizes
5 just people that are aware and just over the
6 horizon. When they come into port, they know
7 that we're out there. They know that we can
8 track and that we're there to be another set of
9 eyes and ears for them.

10 75 percent reduction in violations of the
11 RNA, which is very significant. Everything from
12 speeding to communications, taking navigational
13 errors, that sort of thing, taking the buoys on
14 the wrong side.

15 38 percent decrease in close quarters.
16 Again, another significant situation. And we're
17 defining close quarters as less than one quarter
18 nautical mile inside the RNA.

19 Now, keep in mind that our vessel management
20 is dealing with 99 percent foreign speaking
21 people that are coming in with English as not a
22 second language, maybe it's a third or fourth
23 language for them. In fact, on many ships we
24 have to stop and say, captain, would you get
25 someone on the bridge who speaks English, please.

1 And there is a pause, then you'll hear somebody
2 else. Maybe he got the cook or somebody, but
3 somebody does come up that understands English
4 and we can discuss it with them.

5 34 percent increase in propulsion failures.
6 That's the one increase. Again, it's awareness,
7 it's being active in that area. We see a vessel
8 steaming down at 18 knots and goes dead in the
9 water, now we're there to say, hey, what's
10 happening, why did you stop, what's going on? If
11 the guy does an abhorated round turn in the
12 middle of the AOR, you ask him what is going on?
13 Why did you do the round turn?

14 And this is helping the ports take control
15 of inspection procedures and other things quickly
16 on arriving vessels. It's been very effective.

17 VTIS features. Link with the pilot
18 stations, same -- we have the same control
19 systems that we just expanded into. And El
20 Segundo site, total of eight radars in the
21 system, four different sites. We have VHF, ADSS
22 and VF capabilities.

23 We have our kinds of radio transmissions,
24 radar and graphic plot for replay. I haven't
25 seen quite the system anywhere else, but we can

1 physically replay a plot, graphic plot, and a
2 whole radar plot of items that we've recorded.
3 We can keep them on the hard disk for about three
4 months, then we can transfer them into floppy and
5 keep them indefinitely if it's a major incident
6 we want to record.

7 Vessel traffic center, we're strategically
8 located. We have complete visual of our --
9 observation of our AOR, again weather permitting
10 and smog not being there.

11 Technical aspects, we have Racal-Deca
12 Radars, NOR Control VOC-5000 video display units,
13 radar overlay on electronic chart displays, the
14 vector based charts digitized from the DMA
15 charts, we have eight radars capable of providing
16 input to the NOR control system and at all
17 systems areas.

18 CAPTAIN PAGE: We look at the future, the
19 part of LA we're looking at less water and larger
20 vessels, kind of squeeze them through.

21 Major port expansion --

22 CAPTAIN ASCHERNEYER: Yeah. The major port
23 expansion, it is the largest port or certainly
24 one of the largest port development projects in
25 the world today. As we speak they're at the

1 peak, they're literally spending two million
2 dollars a day on construction projects.

3 Up to the north you'll see the Alameda
4 corridor, which is the new transportation
5 corridor to move rail and truck away from the
6 port.

7 Down below there is the new Hungen terminal
8 under development, should be open by the summer
9 of this year, 200 acres of development.

10 They're developing CUT as the one to the
11 right, where they're going to be filling in the
12 existing finger piers and making that bigger.

13 Then to the left there is the controversial
14 Costco terminal which the port still says is
15 going to go in in spite of all the crying you
16 have heard about it.

17 We are also going to fill in the Navy mole
18 eventually to create a 200 acre facility there.

19 And then the pier 300, 400 project where through
20 a dredge and fill project we're adding close to
21 600 acres of new terminal site. We're dredging
22 the channels down, the maximum outside is going
23 to eventually be down to 80-plus feet to handle
24 the deepest draft, the bulkers. Inside will
25 probably be between 50 and 55 feet throughout the

1 channel areas to accommodate the largest of the
2 container ships.

3 They're developing the passenger terminal
4 there, and also doing a little work off the end
5 of the version line facility.

6 CAPTAIN PAGE: Our future challenges also,
7 in light of the increased growth and the larger
8 vessels, is managing traffic inside of the port.
9 Coordinating it and make that seamless. So, we
10 are working right now with the pilot stations and
11 the harbor safety committee and that forum
12 development of the vessel traffic management
13 system in the ports and coordinated with the
14 VTIS.

15 Presently we're on an independent, inside
16 it, from the outside, we're coordinating that and
17 make that seamless to improve safety over the
18 future.

19 CAPTAIN ASCHERNEYER: I think it's important
20 to just inject right here that we -- the VTIS has
21 everything outside the federal break water. For
22 the AOR inside the federal break water, we pass
23 the baton to the pilots. So when the pilot
24 boards a ship out at the sea buoy, he calls in
25 and checks out the system and then begins

1 reporting into the pilot station for vessel
2 management inside. And that's the seamless
3 system we're trying to put together.

4 We're well underway now where all the pilot
5 stations -- the two pilot stations and the VTIS
6 and the Coast Guard will be linked together with
7 similar systems, everybody seeing everybody
8 else's tracks and being able to determine what is
9 going on.

10 CAPTAIN PAGE: Now, Intertanko talks about,
11 since they've done everything to make sure their
12 vessels are safe, we're talking about getting
13 higher marks of port rating. We want a five star
14 port rating, seamless operations, shared
15 commitment, safe, efficient, environmentally
16 sound, for the Coast Guard and Exchange, pilot
17 safety, continue to develop as partners through
18 VTIS, facilitate through the VTIS.

19 We look at other options, we think that this
20 is a good option we have for our port area. You
21 figure the cost is lower for a joint one in this
22 port area than for a Coast Guard one. We look at
23 information -- we get more information, we tie
24 both of our information data bases together, you
25 get more information in this forum. Coast Guard

1 personnel certainly use less in the joint
2 operation of Coast Guard personnel. We talk
3 about authority and accountability, certainly the
4 Coast Guard, whether we're in large numbers or
5 small numbers, the fact that we're involved in
6 the Vessel Traffic System and sharing information
7 in this port area, you got more authority and
8 accountability.

9 Safety, we feel has enhanced safety by a
10 joint venture. And efficiency, we think is the
11 most efficient way to go. That's it.

12 (Applause.)

13 COMMANDER PRIME: Take a quick stretch
14 break, if you want it. We're going to go on to
15 this real fast. That was good for me, how about
16 you? Good, you're ready. That's why Captain
17 Basel wanted to go first.

18 Our next speaker is Mr. Glen Paine who is
19 currently the Director of Operations of the
20 Pilots Association for the Bay and River
21 Delaware. His duties include direct oversight of
22 the Vessel Traffic and Information Service and
23 the apprentice pilot training program and the
24 station facilities.

25 Previously he worked as the division

1 director of the Maritime Institute of Technology
2 and Graduate Studies. He holds a Master's Degree
3 in general administration from the University of
4 Maryland, undergraduate degree from the United
5 States Merchant Marine Academy. And he's a
6 valid -- holds a valid U.S. Coast Guard chief
7 mate's unlimited ocean license.

8 Mr. Paine?

9 (Applause.)

10 CAPTAIN PAINE: I'll try to keep to the 15
11 minutes.

12 Captain Linton was going to do the speech as
13 scheduled, he sends his apologies, he could not
14 do that today, that's what's on the schedule.

15 To give you a little background, the
16 Delaware River kind of on the diagram area, you
17 can see where we're located. Down where the
18 light is Lewes, is where the Cape May reporting
19 station is. Off the lower right are approach
20 lanes. This is where the cross traffic is and
21 then the restrict channel going up to the ports
22 with Wilmington and Philadelphia and also the CD
23 Canal. We also have the Big Stone Anchorage area
24 there.

25 Generally the Delaware Bay and river is 140

1 miles of navigable waterways. In the upper river
2 it's mostly industrial, with up to seven oil
3 refineries and other heavy industry areas. Down
4 in the lower areas, more environmentally
5 sensitive, you have a lot of tourism industry.
6 You also have going across a regional ferry
7 system between Cape May and Lewes, which are
8 popular resorts in that area.

9 Just to give you a little breakdown, this is
10 a deep draft ship arrivals, some of the other
11 presentation transits somewhere around 8,000
12 transits if you include tug boats and also ferry
13 transit and CD Canal.

14 A special note to this is notice the amount
15 of tankers. We're the seventh largest port in
16 the United States and probably the number one
17 tanker port on the east coast. It averages about
18 a million barrels a day in oil, to give you an
19 idea of where we're primarily in the oil
20 business.

21 We basically broke our system down into two
22 areas. The first area is what we call the direct
23 navigation support system. In this area there
24 was never a reason we went to this, these areas,
25 the Cape approaches, the pilot boarding area and

1 the ferry crossing, Big Stone Anchorage was the
2 critical nature of the areas. Also included, we
3 needed to dispatch pilots in a timely fashion.
4 The volume in tanker traffic and Big Stone is our
5 primary lightening anchorage, and also the
6 geographic layout and the existing
7 infrastructure.

8 The reporting tower has been at the Cape
9 Henlopen for almost a hundred years, so it was a
10 question of just upgrading the facilities as far
11 as starting from scratch. So a lot of the
12 existing infrastructure was already there.

13 This is a picture of the reporting station
14 which is manned jointly by the Pilots Association
15 and a Maritime Exchange. It's located at Cape
16 Henlopen and, as you can see, we have a -- it's a
17 fully equipped, self-contained tower for both
18 visual and electronic surveillance.

19 Our primary electronic surveillance we're
20 using Norditrac 2000. It's a similar system
21 that's used in Valdez. You notice we have a
22 30-inch monitor which allows a full overview of
23 both the approaches in the lower bay. We also
24 have a secondary monitor in case of -- as a
25 backup, and also focuses on the tanks. We do

1 have a, also a communication center. And the
2 tower is manned during the daytime by a single
3 watch officer, and in the evening time we have
4 one launch officer and we also have Maritime
5 Exchange personnel there at the same time.

6 For areas that are not covered, given the
7 length of the Delaware River, it would be
8 impractical to do radar and visual surveillance
9 for the whole area. We also have a number of
10 innovative needs. Number one is a carry-on
11 laptop computer, which I have up here at the
12 podium so later on you can take a look at it.

13 This portable laptop unit that we're using
14 is hooked into a Starling GPS differential
15 receiver, and every pilot has been issued one.
16 The program originally originated about 15 years
17 ago when Captain Joe Bradley, some of you
18 probably know him already, started with basically
19 differential Loran.

20 When the GPS technology became available,
21 with the experience we had gained, they were able
22 to jump on it rapidly, and in 1995 a decision was
23 made to issue a portable unit to everyone.

24 In addition to the portable positioning
25 system, we also have a comprehensive VHF radio

1 network, a series of four transmitters located
2 throughout the river's lengths, so we're in
3 constant contact with the shore side from the
4 vessel.

5 We also have a database network that
6 connects both the tower with the Maritime
7 Exchange and also the various port communities.
8 We had also tide gauges for real-time tide
9 information.

10 This is a picture of the portable unit. You
11 can see it's made up of Toshiba laptop, small
12 antenna, both differential with Starling
13 receiver. It all fits into a package, about
14 eight to ten pounds, goes on board with that.

15 We have had a very good experience with
16 that, using it in all weather conditions. We
17 have been well received in the field. In fact,
18 now when the pilots go on board, that's the first
19 thing the captains ask the locals, where is your
20 portable unit. So it's really been well
21 received, although we've lost about four over the
22 sides so far. We're going back to Minton.

23 Okay. In our services providing, of course,
24 is like other similar services. We advise
25 advising traffic, dispatching pilots, navigation

1 safety information, monitoring anchorage, ferry
2 traffic, relaying information. And we do a lot
3 of assistance with the captain of port and also
4 Group Cape May in search and rescue activities,
5 especially during the summer time when basically
6 their facilities are overtasked and we aid not
7 only with the visual surveillance, we also many
8 times with the pilot boats.

9 This makes us somewhat unique. We offer the
10 service to all commercial traffic, year round,
11 and no user fees. And this was a very big
12 sticking point in a lot of the ports in getting
13 started, basically through an agreement with the
14 State, it was put into the pilotless rate and the
15 service is offered to all, whether they take a
16 pilot or not. And that was a key safety
17 decision, if you're going to have a vessel
18 traffic service, you can't offer to half the
19 people and half not, in order to enhance safety
20 of the port. Because in the end, the outside
21 communities are going to say who did it, they're
22 just going to say the maritime community did it.
23 So that's why we went that route.

24 On issues of compliance, we are a voluntary
25 system. We work very closely with the maritime

1 community, but we have a 99 percent participation
2 rate. And that's by no accident. From the very
3 beginning the entire community was working this
4 through the Mariner's Advisory Committee. And
5 this includes the captain of the port, other port
6 stakeholders, federal pilots, state pilots,
7 Maritime Exchange, and basically as a group they
8 handle all the major issues that faced Delaware
9 Bay River. With the support of that community,
10 since it makes up most of the people operating
11 ships in an area, getting compliance in this was
12 not a problem. So that was very fortunate to
13 have that organization.

14 That organization, by the way, was founded
15 in the 1960's by the Pilot Association to help
16 facilitate some of these mutually beneficial
17 projects.

18 Fundamental principles, I think is very
19 important on the operation. Obviously we're
20 mariner driven. You can see the fundamental
21 mission for our watch tenders are the ship
22 masters and pilots are the most critical
23 recipients of this information. And we tailor
24 the information to them. If we have nothing
25 important to say, we don't say anything. I think

1 that's important today, given the small size of
2 the ship crew.

3 We try to provide information that would
4 enhance their decision-making capabilities.
5 They're the ones with the legal responsibilities
6 for the safe navigation of the vessel, let's try
7 to help them as much as we can. We try to make
8 sure it's timely, accurate and non-intrusive as
9 possible.

10 Again, we're not on the air all the time.
11 We don't ask twenty questions. We try to give
12 them exactly what they need and no more, no less.
13 And, of course, we're trying to enhance the
14 existing system, not take over or replace any of
15 the navigational support systems that are on the
16 river at this time.

17 Why the Pilots Association? This was an
18 evolution for us, not for a revolution. Many of
19 the ports around the countries years ago had
20 pilot boats. And with the pilots boats waiting
21 to dispatch pilots, they naturally eventually had
22 radars, they were providing an informal, if you
23 will, vessel traffic service years earlier.

24 When the pilot boat was sold in the 70's and
25 they moved ashore, we had to have a shore station

1 to contact the ships and dispatch pilots. So
2 once you put a radar there, you put a radio
3 system in, these are with the same long-standing
4 pilots that are taking the ships up the river, so
5 it was kind of a natural evolution.

6 Reliability. Again, we've been on the
7 river, Pilots Association been around for a
8 hundred years and hopefully it will be around for
9 another hundred years. They are without question
10 the local knowledge experts.

11 We have a very comprehensive training
12 program of pilots; and I would say they are,
13 second to none, cost effective. The
14 infrastructure was already there. Again, we
15 didn't have to start from the ground one with
16 ground purchases and these types of things.

17 Also was a key from the State. This was a
18 major issue for the association, if the State of
19 Delaware was willing to pass some limited
20 liability protection for the watch standers.
21 Again, the probability of them being held liable
22 was low, but the risk is high and you can see
23 trying to get that kind of insurance was probably
24 impossible or prohibitively expensive. So the
25 State of Delaware was very instrumental in that.

1 Some of our future projects are, of course,
2 we're waiting for -- like everyone else is -- for
3 the DSCNAS technology to come to fruition. Once
4 it becomes standard, one of our goals is to take
5 the pilot laptop computers that we have now and
6 put transponders in them. Again, we know we're
7 moving along as the technology and that would
8 extend our effective range of AIS for the entire
9 river.

10 The system we have now, the Autotrack 2000
11 has the charting system all the way up to
12 Trenton, so it's fully capable of handling that.

13 Additional real-time tide gauges. We're
14 working with the Army Corp of Engineers and we're
15 hoping we can get funding, and that is a critical
16 component in a tanker port is to have accurate
17 tide gauge information.

18 Radar upgrades, we have two S-band radars at
19 the Capes. We are hoping to put additional
20 radars in. And the differential sight on the
21 bottom, since the introduction of the laptop
22 computers, our primary differential beacon is at
23 Cape Henlopen, which is great, but when it goes
24 down we have to rely on either Sandy Hope or Cape
25 Hendry, which is some distances away. And the

1 backup, if you will, now that people are using
2 the system, I think is critical. That's one of
3 the things that you need to look at in the
4 reports once you start using differential GPS,
5 that you really will want to have a back up.
6 They won't give it back, by the way, once you
7 start one of these systems. They're really good.

8 Okay. Kind of a summary of a private VTIS.
9 We are heavily focused on the port's needs. We
10 would not exist unless the port wanted it. Full
11 support by the local stakeholders and the port
12 community. Long-term commitment, again the
13 Association has been around for a hundred years,
14 their fundamental existence is safety. We will
15 be in this business regardless of public opinion
16 or the vagaries of Congress. And that is high
17 standards of watch standing, training,
18 continuity. Most of our watch standers have been
19 with us -- we have two permanent ones, they have
20 been with us at least 15 to 20 years. They are
21 all licensed mariners. We also use the pilots
22 themselves, so they have a lot of experience to
23 share on the river.

24 Cost effective. By incorporating into the
25 pilot's rate, again it is a very cost effective

1 system, and again we do have a reliable funding
2 which is the key to any of this, is can you
3 adequately fund it over a long period of time.

4 And thank you very much.

5 COMMANDER PRIME: We're looking at doing
6 this in a different way, cooperatively, along
7 with industry, side by side, Kumbiya, all that
8 good stuff. We're, we want to help the
9 efficiency of the port, because a safe port is an
10 efficient port, and an unsafe port -- and I wrote
11 down what the captain said, half a billion here,
12 half a billion there starts adding up to be real
13 money. And we appreciate that, and realize the
14 commerce is a life blood.

15 We have a few minutes left and if you have
16 any specific questions you would like to direct
17 to any members of the panel, the floor is open.

18 Thank you.

19 MR. McCARTY: Thank you, Ken, and all the
20 members of the panel. We'll break now for lunch,
21 and resume again at 2:00, 1400 for those of you
22 who have the same tailor.

23 May I ask the panel members to stand by for
24 a couple of seconds right after lunch? Thank
25 you-all very much. Please try to be in place at

1 1400. We expect to have a fairly lengthy

2 discussion this afternoon.

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1 AFTERNOON SESSION

2 MR. McCARTY: Good afternoon. This is the
3 final session for the day. There will be a panel
4 discussion moderated by Mr. Jeff Way.

5 Jeff is a management consultant who joined
6 the resource group after a 20-year career with
7 the United States Coast Guard. He has been an
8 active consultant since 1991, spending the last
9 five years of his Coast Guard career as an
10 advisor on the Commandant's Quality Staff.

11 He has worked with the departments of
12 Transportation, Commerce and State and the Office
13 of National Drug Control Policy.

14 Jeff is currently working with the Navy, the
15 National Data Buoy Center, and has just finished
16 facilitating the VTS dialogue sessions in D.C.
17 and in New Orleans.

18 Jeff had almost ten years of sea duty during
19 his Coast Guard career, and was in command of two
20 ships, the Coast Guard Cutters RED OAK in
21 Philadelphia and BLACKHAWK in San Francisco.

22 Jeff earned a Bachelor of Science Degree in
23 marine engineering from the United States Coast
24 Guard Academy in 1976, and an MBA from Golden
25 Gate University in 1988.

1 Jeff, it's your panel.

2 (Applause.)

3 MR. WAY: Thank you, Jack. Good afternoon,
4 everyone.

5 The afternoon's session is going to be, I
6 hope, in a different pace than the morning
7 sessions, different in the sense that it is meant
8 to be involving both the audience and the panel.
9 And with me up front today are five people that
10 are going to give you their view, their vision of
11 what waterway safety looks like.

12 But before I begin, if I could set the tone
13 here, because we've asked the people here to set
14 the tone with their vision, I had the chance
15 after lunch to talk with Captain Greg Paine who
16 had given you the presentation of the Bay and
17 River Delaware VTIS system and a number of years
18 ago mentioned that I was on the RED OAK in the
19 Philadelphia area and would sit on the marine
20 advisory council for the Bay and River Delaware.
21 And at that point there was a gentleman by the
22 name of Captain Joe Bradley who again was
23 mentioned this morning. And this is in the very
24 early 80's.

25 And this was a gentleman, a pilot, who

1 through his own initiative not only created a
2 vision, but then followed through with it to the
3 point that you saw today here in 1997 the fruits
4 of that vision as it continues to evolve.

5 He started with just trying to get the most
6 out of AIS navigation systems, out of range
7 systems, on the river. And then as Loran,
8 differential Loran came along, he would work to
9 take the portable sets on board and to create the
10 wave points. And that wasn't done through
11 anything but his driving vision. And that's why
12 I think today's talk, this afternoon's talk, is
13 going to be important.

14 Because the vision, the ability to look
15 beyond just what you have in front of you or what
16 you are accepting as the way of doing things and
17 to strive to find that new way or that better way
18 of facilitating commerce, of being harmonious, as
19 we heard this morning from Mr. Lemley, of
20 maintaining the concern for safety and the
21 environment, that does require a visionary
22 element if you're going to keep pace with what
23 technology can do for you and what commerce and
24 the waterways require of you.

25 So with that as a background, today's panel

1 has been asked to start with the statement -- and
2 we'll ask them to give them their view of what
3 vision and waterway safety systems look like.
4 And then following that I would like to open the
5 floor and start getting your visionary questions
6 and ideas that may also spark the discussion, and
7 maybe we can flesh out what could be a pretty
8 interesting two-hour discussion. We're due to be
9 done by 4:00, so it's less than two hours now.

10 But what I would like to think is we all
11 have an element, a visionary part that we hold,
12 and we hold it based on our own confidence, our
13 own understanding of where we sit, whether it be
14 pilot or technician or just someone involved in
15 the marine community. See if we can't start
16 blending ideas. The panel will field some of
17 your questions. I am also asking the panel if
18 they would ask questions of themselves as we have
19 marine exchanges represented as well as pilots
20 and government people and the towboating
21 industry.

22 And before we begin, if I could just set the
23 tone with just a little story. And the story
24 looks back many years ago in a far away land,
25 there was a community of people. And the

1 community of people were very excited because the
2 great prophet was coming, and they were very
3 excited to hear what the great prophet had to say
4 and what was going to be important to them.

5 And so on the first day of this three-day
6 festival when the prophet was going to be there,
7 the community gathered together. And the prophet
8 climbed to the podium and said, my people, do you
9 know why I've come here today? And the community
10 looked at the prophet and said, no, great
11 teacher, no, we don't know, tell us. And the
12 prophet dropped his head and said, well, I'm
13 sorry, if you don't know, then I can't tell you.
14 And he left.

15 And the community started, what did we do
16 wrong, what's going on? And they knew they had
17 another day of the festival.

18 So on the second day they all came together
19 and the prophet came, the prophet came in front
20 of them and said, my people, do you know why I'm
21 here today? And they all came out, yes, great
22 teacher, yes, we know. And he smiled and said,
23 good, then I don't have to tell you. And he
24 left.

25 Well, now they were really getting concerned

1 because there was only one more day left in the
2 festival and the prophet was going to be there,
3 but they really didn't know what to do. So the
4 third day they gathered. And on the third day
5 the prophet came to the front of the room and he
6 looked out and he said, my people, do you know
7 what I've come here to tell you today? Nobody
8 moved, they just sat there. He says, do you know
9 what I've come here to tell you today?

10 And then off to the one side, one brave soul
11 said, well, great teacher, some of us do and some
12 of us don't. And he smiled and he said, well,
13 then those that know, tell those that don't know.
14 And he left for good.

15 And that's what our panel discussion is here
16 today, to set the tone. Not to say that they
17 know, but what they've done and what we will hear
18 in the next couple of minutes is to step forward
19 and share their vision of what waterway safety
20 system could look like. And it's meant to be
21 shared and then built upon.

22 So without much further ado, I'm going to
23 ask that they give their own biography instead of
24 me trying to introduce them, I'm going to ask
25 them to stay at their seats. And I will start

1 over here to my left and your right with Captain
2 Bob Ross, if I could, please. And when you're
3 ready.

4 CAPTAIN ROSS: Thank you, Jeff. Can you
5 hear me back there? As many of you may realize,
6 I'm new to the VTS mission area, so I'm
7 approaching this job without a lot of
8 preconceived notions as to what a VTS is and how
9 they should function.

10 I'm not in the ports and waterway safety
11 mission area however, because I have a lot of
12 experience around the country at various marine
13 safety offices, most recently as CO, MSO San
14 Juan, Puerto Rico where I was captain of port and
15 OCMI for Puerto Rico and the U.S. Virgin Islands.

16 During that three-year period of time I was
17 involved in a number of major oil spills, ship
18 fires, chemical spills, tank ship groundings,
19 cruise ship groundings, freight vessel sinkings
20 and more. Every one of these incidents was
21 easily preventable. Every one of them resulted
22 from basic human error.

23 But based on those incidents, I have an
24 acute appreciation for the value of prevention.
25 And I have to tell you that my personal vision of

1 waterway safety is heavily slanted to prevention.
2 Prevention by port authorities, pilots, towing
3 vessel operators, the Coast Guard, facility
4 operators, the deep draft community. In essence,
5 everybody involved.

6 An ounce of prevention is said to be worth a
7 pound of cure, according to one of those old cost
8 benefit analyses. I think this calculation is
9 way out of date. And consider this, the bill for
10 clean up and economic and property damage in the
11 Morris J. Buren (phonetic) incident was something
12 on the order of one hundred million dollars.

13 This is the result of a corner cut by the
14 operating company so that they could save about
15 \$250. \$250 saved at the cost of a hundred
16 million. Sounds like a good deal to me.

17 But there was another lesson I learned in
18 San Juan, and that was the absolute centrality of
19 maritime trade to the economic well being to life
20 itself in those islands. Essentially everything,
21 food, energy, every requirement of life is
22 carried to those islands by sea. Without
23 shipping, those islands would wither and die.

24 However, when viewed in the context of an
25 increasingly global economy, the U.S. as a whole

1 is also an island nation with our economic well
2 being heavily dependent on international trade
3 carried almost totally by sea.

4 The only real difference between the
5 mainland and more isolated areas, such as parts
6 of Alaska and our island states and territories,
7 is that the mainland has a number of potential
8 fallback positions if a major port is lost or
9 closed due to an accident.

10 Of course, if your livelihood is linked to a
11 closed port or if you are the owner of a beach
12 resort closed because of an oil spill, you might
13 not take much solace from knowing that other
14 ports or other resorts are benefiting from your
15 misfortune.

16 Okay, so much for background. What I was
17 supposed to give you is my vision of a safe
18 waterway and waterway safety. And my personal
19 vision goes something like this. Vigorous
20 maritime commerce creating economic benefits and
21 quality of life improvements for the American
22 people, with related threats to life, the
23 environment, property and economic interests,
24 minimized through effective prevention measures,
25 carried out by responsible commercial operators

1 and government entities working in concert. And
2 when prevention fails, through rapid, aggressive
3 and effective emergency response.

4 I guess I'd like to close with two lessons I
5 learned and relearned time and again in San Juan.
6 First, the best tool in an emergency is a
7 familiar face. And second, as shown by some of
8 the things you've heard about today from Tampa,
9 the national dialogue discussion, the lower
10 Mississippi group, LA/LB, this point: All of us
11 is smarter than one of us.

12 And in that context, I think my job as a
13 chief of the office of vessel traffic management
14 at headquarters is going to be to steer a process
15 by which at the local level we can develop
16 appropriate solutions to waterway safety. And
17 that would be based on AIS navigation, pilots
18 doing their jobs, pilot port authorities doing
19 their job, other elements of the Coast Guard
20 doing their's. And, where appropriate, some form
21 of Vessel Traffic Service that comports with the
22 direction given to us by the national group, the
23 national dialogue group.

24 MR. WAY: Thank you, Captain Ross.

25 I'd like to continue now on my same left

1 side with the other Captain Ross, Captain Allison
2 Ross. And if you would please share your vision.

3 CAPTAIN ROSS: Good afternoon. Can everyone
4 hear me?

5 MR. MOON: Move it over a little bit.

6 CAPTAIN ROSS: How is that? Good afternoon,
7 ladies and gentlemen. I'm very pleased to be
8 part of this discussion group so that we may
9 address the issues which are of a great concern
10 to us as professionals and to provide assurances
11 to the general public that their concerns are
12 totally addressed as to the safe movement of
13 vessels and commercial traffic in and around the
14 United States.

15 I have the distinct privilege of being
16 selected as a professional member of the United
17 States Coast Guards's Navigation Safety Advisory
18 Council, and I'm currently serving as Chairman of
19 the Navigation Equipment Subcommittee.

20 My ten years seagoing experience includes
21 employment onboard crude and product tankers
22 where I was trained to operate and navigate those
23 ships in a safe and efficient manner.

24 Now as head of the navigation team and as a
25 vital member of the bridge management team, I'm

1 still responsible to do this in a safe manner so
2 as to protect the environment and the economic
3 interest of the State.

4 I'll now comment on what, in my opinion as a
5 pilot and merchant marine officer, describes the
6 broad vision of a safe waterway system. During
7 the approach to a pilot area, it's essential for
8 the master and crew to have readily available
9 basic information to avoid a collision or
10 grounding. This information includes not only
11 the vessel's course and speed, but as well as
12 other vessels' identity and location and course
13 and speed. Excess unrelated information can
14 hamper or even distract efforts to safely
15 navigate the vessel.

16 I'm sure that responsible owners would
17 demand that their vessels were equipped with all
18 the required equipment necessary to accomplish
19 this task, as well as to have an adequate and
20 highly trained bridge team following IMO
21 standards to include fluency in the English
22 language.

23 I would also expect that the State pilots
24 properly regulated by their local authorities
25 would be equipped in supply information that the

1 vessel would need as well. Host countries must
2 subscribe to a minimum international standard of
3 providing information to traffic, and all vessels
4 must be required to participate in this exchange
5 of information for it all to work.

6 With the advent in worldwide acceptance of
7 transponders with DGPS accuracy, one can have the
8 most effective and non-intrusive off-the-shelf
9 information system available. This type of
10 system can improve navigation safety and would
11 not only be beneficial to pilots, but equally so
12 to bridge teams within or outside our ports. The
13 advantage of this type of system is that it lets
14 the person in charge of the navigation of the
15 vessel determine what information they need at a
16 particular time.

17 In my experience and in discussions with
18 other pilots, it's been agreed that most
19 effective decisions for safety are made on the
20 bridge of a ship. But what other port specific
21 systems, even what the local stakeholders deem or
22 desire is necessary may enhance such a system as
23 well.

24 Just also I wanted to close by saying, you
25 know, we're all stakeholders and we're all

1 interested in and endowed with ensuring the
2 safety and navigation upon the waters of the
3 United States, but in doing so we really should
4 fully participate within our realms of authority.

5 Thank you.

6 MR. WAY: Thank you, Captain Ross.

7 Moving over to my right and your left at the
8 far end is Mr. Rich Softe. Rich, would you?

9 MR. SOFTE: Before we started, Jeff said to
10 give a little introduction of yourself and a
11 little bit of a highlight. And what I would like
12 to say is that I'm also a Fort Strandland
13 graduate. We got them surrounded here, along
14 with another distinguished speakers who you were
15 able to listen to before.

16 I've held various positions in the marine
17 safety business and the Coast Guard. I guess
18 most notably I consider myself an admiral maker.
19 I was Bob North's XO. Give me some credit. As
20 you see now, I'm out of the Coast Guard now.

21 I was the commanding officer of the Gulf
22 Strike Team, the Atlantic Strike Team and I ended
23 my career with one of the best tours as the
24 commanding officer of the marine safety office in
25 Seattle, Washington. I'm an old veteran now of

1 the Marine Exchange in Puget Sound. I've been
2 there since September of '96. So with whatever I
3 say here, don't hold it against me.

4 Just to give you a short primer, and I think
5 that the Mani -- the Ed Page and Mani Ascherneyer
6 show was, hit everything right on the head. But
7 let me just once again put that together just so
8 you understand where the marine exchanges are
9 coming from.

10 We are a non-profit membership organizations
11 with boards of directors -- we have very few
12 actual paid employees -- but we represent a very
13 broad sector of the marine community. We
14 represent the cigarette salesman who can't wait
15 for that Chinese ship to come in to sell his
16 cigarettes, all the way to and including --
17 through the pilots on through to ship owners. So
18 we have a very broad base and that's who we
19 represent.

20 We are basically a political within our
21 community, but we are definitely advocates for
22 the marine community on the outside. We have
23 full-time operations which are similar throughout
24 the marine exchanges, 24-hour operation centers
25 that act as communication and information

1 centers. We basically become the Shell Answer
2 Man on the waterfront for anything that might be
3 going on.

4 As every port -- as every marine exchange
5 differs slightly, it's due mainly to the various
6 ports. As I hear about port control and I hear
7 about port VTS's and I hear about, you know, the
8 visions, in Puget Sound we make up -- we have a
9 tremendous waterway with a number of very
10 important ports throughout Puget Sound. And so
11 anytime I represent any issue, I have to keep in
12 mind that I'm representing the issues for all of
13 the ports throughout Puget Sound.

14 We provide communication, information and a
15 place for maritime industry to come together as a
16 meeting place. So having said that, where am I
17 coming from in the vision for the marine
18 exchanges in maritime safety? Prevention through
19 people, which you've heard over and over again.
20 That's an initiative that definitely the marine
21 industry will support. There have been many
22 initiatives in the Puget Sound area that the only
23 reason they're standing today is because the
24 industry has, and with some adversity from
25 various political and environmental groups, stood

1 up and met the challenge such as the tug assists
2 in Port Angeles. That was done as a private
3 sector initiative.

4 VTS. We are strong proponents of VTIS,
5 Vessel Traffic Information Systems, information
6 being emphasized. Give the information to the
7 mariners and they will use it accordingly.

8 The next issue is the harbor safety
9 committees. And this will be the first forum
10 here that is hearing this publicly. The Puget
11 Sound community has, as of last week, pulled
12 together and they're going to have a harbor
13 safety committee.

14 Believe it or not, with all of the political
15 fights and everything else you've heard about and
16 the fights that the environmental community in
17 Puget Sound, it's only been whoever stands up,
18 you know, to fight the initiative, whether it be
19 the cargo industry, the fishing vessels, the
20 tankers. We have pulled together and, like I
21 said, as of last week we had our first meeting
22 and we will be shifting into high gear within the
23 next couple of weeks to have a harbor safety
24 committee.

25 Another concern in this viewpoint is

1 competitiveness between the ports. Just as we --
2 and I'll talk about suffering once again through
3 the ITOS, which I'll be happy to talk about a
4 little bit later on, the International Tug Of
5 Opportunity System. We have a community that was
6 not only divided here in the United States, but
7 we had to contend with a shared waterway with the
8 Canadians, so, which added to the complexities of
9 these issues.

10 So my vision, looking at this, is to make
11 sure that the competitiveness between ports is
12 kept in line as we come up with new and
13 innovative systems.

14 Which brings on another issue of
15 intervention. And there is definitely a need for
16 the Coast Guard -- and I have to say this, I
17 guess, with as many Coasties that are in the
18 room, but we need the Coast Guard to step forward
19 and work towards at least national consistency
20 throughout the ports, because that is extremely
21 important, especially when you have overzealous
22 politicians or environmentalists that can really
23 sway what's going on with any state or within a
24 port community. It's very important that the
25 Coast Guard provide that consistency for not only

1 nationwide but globally.

2 And the last point which somebody else
3 brought up before too, we are looking at the port
4 system with concerned optimism. The port system
5 is the physical -- I always have to look at
6 this -- the physical oceanographic real-time
7 system. We feel to a certain degree that it is
8 an answer trying to find a question. You know,
9 do the mariners really need it?

10 And I think it is through the venting
11 through harbor safety committees that you really
12 get to the bottom as to whether some of these new
13 systems are, in fact, something worth going
14 after.

15 So in conclusion, definitely the viewpoint
16 of the Marine Exchange in Puget Sound, and I'm
17 representing most of the other marine exchanges.
18 Just as a side note, the marine exchanges on the
19 west coast have formed a coalition called the
20 Maritime Information Services of North America,
21 where on a daily basis we share all the
22 information that we derive from all the ship
23 arrivals and departures within the ports.

24 But I share these views of partnership,
25 communication and support for national

1 consistency. Thank you.

2 MR. WAY: Thank you, Mr. Softe.

3 And now I'd like to introduce Mr. Herb
4 Walling who will be representing, I believe, the
5 Moran Environmental Group; is that correct?

6 MR. WALLING: Thanks, Jeff.

7 Herb Walling with Moran Services
8 Corporation. My present responsibilities include
9 environmental protection, safety and training for
10 the Moran Group. I'm out numbered, but I'm going
11 to admit to being a graduate of Maine Maritime
12 Academy. And I'm an operator, but I'm also an
13 environmentalist.

14 We have to operate not only to promote
15 safety, but to preserve the environment. And to
16 be able to do that successfully, we feel that we
17 have to have a knowledge of the environment. So
18 with that in mind, I'm going to say that waterway
19 safety must address environmental issues.

20 We touch the environment every day, and my
21 operational background gives me a unique view of
22 the interaction between two professionally
23 significant parts of day-to-day life, our
24 environment and waterway safety.

25 We first need to understand what part of the

1 environment we're looking at. The natural
2 environment is certainly the one most thought of,
3 but we also must consider the social, cultural
4 and economic environment we live and operate in.
5 These areas represent forces that shape the life
6 of a person or a population, and would include
7 recreational activities, water borne commerce and
8 tourism.

9 If we look at the environment as a
10 community, a group sharing common interests, we
11 see that the community is made up of plants,
12 animals, the waterway itself, and those who use
13 it for sport, leisure and commerce, living
14 together in an area that meets their needs for
15 survival and/or wellbeing.

16 By understanding this community, we can
17 better understand the ways in which all things
18 relate to each other, and often rely on each
19 other for their own wellbeing. When an
20 individual or group within the community is
21 affected, there may be a chain reaction of sorts.
22 Everything is affected by everything else.

23 Members of the community share a habitat
24 which suits their needs, and the maintenance of
25 that habitat is essential for their survival and

1 wellbeing. The community both needs and
2 maintains the habitat. And a threat to that
3 habitat or environment means a threat to those
4 who share it.

5 We have the ability to address threats to
6 the environment in positive and productive ways,
7 and to redress problems that have occurred in the
8 past. Through environmental education, we look
9 to develop a community of people who will be able
10 to make informed decisions, know how to cooperate
11 with others, and have the confidence and the
12 skills to deal with environmental problems that
13 may arise.

14 In conjunction with this, a comprehensive
15 waterway safety program to create and maintain a
16 waterway free from danger, risk and injury for
17 all members of the community is essential.

18 My vision of waterway safety equates to
19 waterway management, or managing the natural,
20 social, cultural and commercial resources that
21 make up the environmental community. This can
22 most effectively be accomplished through a team
23 effort. I was recently a member of such a team.

24 After a serious oil spill in Long Island
25 Sound off the coast of Rhode Island last year, a

1 regional risk assessment team was formed to
2 review and discuss current operating procedures
3 and to determine the need for further procedures
4 to address critical operating issues related to
5 the transportation of oil by barge in the
6 northeast area.

7 This team brought together four major
8 stakeholders affected by the issues being
9 addressed, the people of the northeast
10 represented by the states, the natural
11 environmental interests represented by an
12 established environmental group, the industry and
13 the United States Coast Guard.

14 Participating in a historic forum, economic,
15 commercial, cultural, social and natural
16 environmental issues were discussed by all
17 stakeholders, and an agreement reached on issues
18 that were critical to all members of the
19 environmental community. However, before this
20 could happen, true understanding and appreciation
21 for all environmental issues by all parties
22 involved had to be accomplished.

23 To defend and preserve what we have, the
24 crucial regional and environmental issues must be
25 addressed. It's not the obligation of a few, but

1 the responsibility of all stakeholders to define
2 the boundaries of the playing field and establish
3 the rules of the game accordingly. The more
4 responsibility we can take on for ourselves, the
5 less the regulatory burden is likely to be.

6 A task without a vision is drudgery. A
7 vision without a task is a dream. A task with a
8 vision is victory.

9 My vision is one of a harmonious
10 relationship between all stakeholders in creating
11 a safe waterway or a waterway that keeps all
12 members of the environmental community safe from
13 the risk of experiencing or causing injury,
14 danger or loss.

15 The task is to come together and make it
16 happen. We cannot afford to wait until the next
17 unfortunate circumstance to address such issues.
18 The foundation for a better tomorrow must be laid
19 today.

20 Thank you.

21 MR. WAY: Thanks, Mr. Walling.

22 Our last speaker from the podium will be --
23 hold on, here -- Mr. DeHart, Captain DeHart from
24 the Tampa area. Captain?

25 CAPTAIN DeHART: I guess I'm the only local

1 here, besides Captain Basel.

2 I was asked to talk about the towing
3 industry and waterway safety; but to the mariner,
4 the basic requirements are the same. It is true
5 we operate towing vessels differently than our
6 deep-sea counterparts, but we both need good,
7 reliable, accurate information in order to make
8 sound decisions during transit in and out of our
9 ports and along the waterways. This information
10 can be received in many different ways. VTS,
11 VTIS, so on and so forth, to mention a few. And
12 last, but not least, that information exchanged
13 on a daily basis by the individual mariner trying
14 to look out for each other.

15 Towing vessels, because of their unique
16 characteristics, must plan their transits well in
17 advance. They may be getting off the hawser and
18 in the push mode in restricted waters or other
19 maneuvers required by towing vessels. This would
20 require the master to obtain all of the
21 information available, traffic, weather,
22 currents, et cetera, in order to make safe, sound
23 decisions so as not to impede other traffic and
24 take care of its tow.

25 It is imperative we make this information

1 available to the mariner on a timely basis. A
2 lot of people don't realize that some tows are
3 displacing more than 50,000 tons and have
4 completely different handling characteristics
5 than do ships.

6 A tug barge unit is normally operated with a
7 solo bridge watch -- and I'm speaking about bulk
8 cargo -- so the information received must be user
9 friendly and available on demand. With the
10 equipment available today, some of this
11 information could be received by the mariner
12 voiceless, thus giving him more time to
13 concentrate on other issues.

14 I'd like to plug Tampa a little bit. In the
15 Tampa Bay area, the Coast Guard has done a great
16 job, upgrading our Aids In Navigation Systems and
17 installing additional ranges. This was done some
18 years back. By dredging wideners and adding
19 extra aids in navigation, transiting Tampa Bay
20 these days is a pleasure compared to what it was
21 several years ago.

22 We have to transit 400-foot-wide channels in
23 route with deep draft vessels, so good planning
24 and reliable information is of the utmost
25 importance, especially if you're in the spring

1 months where thunderstorms are routine. Now,
2 we're talking about every afternoon. There are
3 no authorized deep draft anchorages available in
4 Tampa Bay for over 40 miles, so good waterways
5 management is critical for all the mariners.

6 I think the most important tool available to
7 the mariner these days is GPS. It's extremely
8 accurate and reliable, comes in different shapes
9 and sizes, but is limited in some areas because
10 of soundings being years old and aids in
11 navigation placed them using older techniques.

12 We have tested several different types of
13 position fixed equipment here in Tampa Bay, and I
14 was truly amazed by the accuracy of some of this
15 equipment. GPS is by no means the only answer to
16 safe navigation, but is a valuable tool which we
17 must continue to improve and find better ways of
18 using it.

19 I would like to say something about VTS.
20 The United States is lagging far behind some of
21 the European countries with regard to VTS. I
22 don't see how anyone can argue that a VTS or VTIS
23 system will not improve vessel system safety.
24 The more information available to a mariner, the
25 better. A watch stander can call up what he/she

1 needs for transit from a central location or from
2 a computer on board, and at the same time share
3 his or her intentions with other mariners within
4 the operating area.

5 Vessel transponders, I believe, should be
6 installed on all vessels with commercial
7 transportation. However, transponders alone will
8 not totally enhance safe navigation. The display
9 units using transponder information must be
10 routinely available to all mariners and properly
11 applied in the wheelhouse.

12 The VTS, VTIS should be port specific,
13 designed by local users in partnership with the
14 Coast Guard. Must be mandatory and capital costs
15 funded by the federal government. The local
16 captain of the port must have oversight to
17 eliminating liability products.

18 It's very important these systems are
19 capable of providing accurate and reliable
20 information not normally available to the mariner
21 and be compatible nationwide.

22 I believe the cost of installing these
23 systems will be offset by savings and reduced
24 accidents.

25 Another project gaining attention, as

1 mentioned before, within our industries of rent
2 exchange. This can be a valuable tool to the
3 mariner when arriving at different ports. One
4 thing to keep in mind is that this information
5 must be made available well offshore so the
6 mariner will have sufficient time to review it
7 prior to arrival. I can see the rent exchange is
8 a valuable tool to provide port specific
9 information, arranging pilots, tugs, et cetera,
10 et cetera, especially for the coastal vessels
11 that don't use organizations.

12 Getting away from on-board equipment, I
13 think harbor safety committees is one way of
14 getting all of the stakeholders together and
15 solving local problems. Each port has its own
16 unique problems and sitting down with local users
17 enables the captain of the port to make good
18 decisions regarding vessel safety.

19 The stakeholders in Tampa Bay believe we
20 have a way to bring our problems to the table and
21 discussing them in a logical manner with everyone
22 having an opportunity to contribute. We conduct
23 our meetings on a quarterly schedule, with the
24 dates published well in advance so everyone can
25 plan and bring something to the table.

1 I have been impressed with the relationship
2 between the pilots and other users of Tampa Bay.
3 Pilots can in most locations provide expertise
4 and local knowledge normally not available to the
5 average mariner. Plugging the pilots, there,
6 Jack.

7 Waterway safety is everyone's
8 responsibility. We can't sit back and expect the
9 Coast Guard, Corp. of Engineers or other
10 government agencies to take care of our problems.
11 We have to get involved and share some of the
12 burden.

13 Partnerships seem to be the answer in order
14 to develop harbor safety committees and other
15 organizations to become involved in local
16 decisions affecting waterway safety. I believe
17 Tampa Bay is living proof of that.

18 Thank you.

19 MR. WAY: Thank you, Captain DeHart.

20 Hopefully across the past half hour or so as
21 you've heard a number of visions of what waterway
22 safety looks like, you probably heard some themes
23 throughout. I know I have, but I'm hoping that
24 you've also been taking some notes. And I would
25 like to ask now if any of you have questions that

1 you would like to direct to the front that we
2 could maybe continue this discussion in a larger
3 forum. And there are microphones around the
4 room, if you would go to one to ask your
5 question.

6 Anyone willing to start with a question?

7 Yes, sir.

8 MR. BRAITHWAITE: I've only heard one
9 discussion of money, and that was Captain DeHart
10 mentioned that it should be funded by the federal
11 government. I don't think that's going to
12 happen.

13 We've run that play before and the Coast
14 Guard has lost most of their funding on what was
15 a very, very ambitious program. I think we're
16 still seeing the same basic scope of program
17 without a hope of getting that type of
18 congressional funding. The Coast Guard is not
19 going to take this out on the hide either.

20 We are all in agreement we would like to see
21 us work together, we would like to have the
22 partnerships. I don't think anybody disagreed
23 with the benefits, both environmentally or safety
24 or for efficiency, of what we all have spent
25 years and years and years of agreeing upon now.

1 We don't have any way of getting there with the
2 hope of getting congressional funding for this.

3 We have a downscaled program.

4 How are we going to make this happen? What
5 are the details? Comments?

6 MR. WAY: I'm going to look at Captain Bob
7 Ross here.

8 CAPTAIN ROSS: That's an excellent question.
9 We've got the feedback from the national dialogue
10 group. We've got the results from the lower
11 Mississippi River group. We've got the work
12 that's been done in Tampa.

13 And how we -- how we, not we the Coast
14 Guard, but we the stakeholder community come up
15 with the money to put these systems in is an
16 excellent question.

17 And one of our problems at the Headquarters
18 level within the Coast Guard is how to take this
19 direction that we've been given to reach out and
20 partner at the local level, involve the local
21 stakeholders and take that approach and reconcile
22 it with the federal budget process where it may
23 be years before a project is funded. We're not
24 sure how we're going to handle that yet. We
25 still have to develop that strategy.

1 We don't want to end up in a situation where
2 we've gone out and partnered and signed on the
3 dotted line to do a bunch of stuff and say, by
4 the way, we'll be back in six years if we get the
5 money. That's not an acceptable approach in our
6 view.

7 Where there are other sources of money
8 available, for example as in Tampa there are
9 perhaps some sources that will facilitate a
10 process. In some places there may not be local
11 sources of money and that may be a bar to going
12 forward.

13 And I believe Admiral North has a, has a
14 better perspective on this than I do at my pay
15 grade. I was hoping you were going to raise your
16 hand and bail me out.

17 ADMIRAL NORTH: I thought he put out enough
18 rope, I thought I would help him. I'll say a
19 couple of comments on the funding question, and
20 then another thing I want to mention.

21 Terms of funding, I mentioned during the
22 lunch-time speech that we have what we think is
23 sufficient funding in the president's budget for
24 '98, which is before the Congress, or almost
25 before the Congress so to speak, or is on the

1 hill, okay?

2 We're working on '99. And obviously as we
3 work down the pipe toward developing a system --
4 I shouldn't say developing, but installation of a
5 system in New Orleans, we will be able to fine
6 tune the dollar figures a little better than we
7 have them today.

8 But all I can tell you in terms of federal
9 funding at this point is support of the
10 president's budget for the Coast Guard for '98
11 for at least that Ports Waterway Safety Project,
12 will provide us what we think we need for '98,
13 and we'll look to what we need in '99 and the out
14 years to continue to do this.

15 You-all probably have more influence with
16 your congressman than I do. And I'm speaking of
17 those from the industry and maritime industry,
18 VTS industry, et cetera. I'm not telling you,
19 I'm not asking you to go lobby on behalf of the
20 Coast Guard, don't get me wrong. But where you
21 see a need, if you believe in federal funding for
22 this to the extent that the Marine Board defined
23 that, and I mentioned that at lunch, developing
24 the Corp system, and that's the Coast Guard's
25 view at this point, then we need to come to some

1 agreement on that.

2 I agree funding is a real tough nut to
3 crack, but we feel we're okay in '98 provided we
4 get the president's budget in that area. And I
5 think we'll develop a good budget in '99. The
6 out years get more problematic.

7 One other issue I want to touch on that
8 Captain Softe mentioned slightly, I mentioned a
9 little bit at lunch, and I think maybe Captain
10 DeHart touched on, is this question of the United
11 States and the international community and
12 standards.

13 And there was a question at lunch about
14 standards, and my response may not have been
15 clear enough in the sense that I was asked a
16 couple more questions after lunch after we
17 adjourned that I want to clarify our view there
18 in terms of the work that's going on in IMO now
19 and navigation subcommittee that the United
20 States is involved in, other countries are
21 involved in as well.

22 We hope, we'd like that to be completed and
23 be available, international standard be available
24 by the time that we're ready to use it. My
25 concern is that might not be the case.

1 But in looking at that, knowing where that
2 international standard is likely headed, using
3 the information we have from what's being done in
4 the navigation subcommittee or wherever the
5 standard will go from that point, if we had to
6 act -- and I hate to use the term unilaterally --
7 but if we had to move ahead without an
8 international standard, we would want to move
9 ahead with something that was as close to what we
10 expected the international standard to be so that
11 we were not far off, so to speak, when that came
12 into being and we could harmonize those.

13 It's not our intent to go off and do our own
14 thing. We want to operate, certainly, within the
15 international community as a member of that as we
16 move ahead and try to do this kind of work.

17 Timing is an issue. And if we're, if we
18 need to move ahead, we'll move ahead as informed
19 as we can be on what that standard likely would
20 be so we're as tight on that as we could possibly
21 get without having one, and then hope that we all
22 come out in the same direction when it's over
23 with.

24 So if somebody misunderstood that response,
25 I'm talking about the standards for

1 communications and AIS and things of that sort,
2 but that's our intent.

3 And kind of following on that, I think it's
4 again no matter what we do with this process, we
5 need to keep in mind the international community
6 are a part of it. And that's an issue that's out
7 for debate in a couple of forums, I suppose, in
8 this country. Not everybody agrees maybe fully
9 with what I've said in that sense, but we've been
10 very active in international maritime
11 organization over the years, tried to leave some
12 things there, try to be a good member as well,
13 and we need to keep those things in mind as we
14 move ahead.

15 Thanks.

16 MR. WAY: I have one here and then one back
17 here. We'll take this gentleman first.

18 CAPTAIN ASCHERNEYER: Mani Ascherneyer from
19 the LA/Long Beach. But I just would like to make
20 a comment on the funding since we've had
21 experience in that area and I know what the
22 gentleman is talking about because there is a
23 challenge out there.

24 And indeed when we started our project,
25 there was a definite resistance. Obviously the

1 user fees, nobody wants to pay something that
2 they have been getting for nothing in the past,
3 although we did have a slight fee for our vessel
4 traffic advisory.

5 But it takes the will of the community.
6 You've got to be creative. You've got to be
7 persistent. And you've got to have the spirit to
8 have a value added service for the port. And
9 that's the whole bottom line. It's a value added
10 service.

11 If you have a value added service and you
12 look at it objectively -- at LA/Long Beach, we
13 finally committed to the two port authorities and
14 they bought into it vigorously that a maritime
15 casualty at that port is unacceptable. It's
16 totally unacceptable to shut that port down for
17 any period of time because of a maritime
18 casualty.

19 The container ship operator says, if my port
20 shuts down, I can't get in there and discharge a
21 load for four or five days, we're out of business
22 and we can't tolerate that. So would I rather
23 pay 340 bucks a trip and bring a container ship
24 in, be relatively assured that I'm enhancing
25 security and operations of my vessels? Or do I

1 want to take the chance and go the other
2 direction? And our maritime community bought
3 into it. But you have got to have the political
4 will. And that means getting the State involved,
5 the port authorities, the stakeholders. Not just
6 putting all of the financial burden on the one
7 area.

8 And also working within that community, not
9 to put anybody out of business. For example, we
10 had the little ferry operators going to Catalina.
11 We're not charging them 180 bucks a trip. It's
12 50 bucks a month per vessel and operation per
13 month. And that's the kind of negotiation that
14 has to take place.

15 And California was in the midst of a real
16 recession at the time we were going on line. We
17 had a deficit in Sacramento that everybody said
18 we would never come out of, the state was broke,
19 yet we got 500,000 bucks out of them because they
20 wanted a stakeholder thing in this to make the
21 port safe.

22 So you have got to be persistent. You have
23 got to have the political spirit and the
24 political will to move forward. And everybody
25 has to be on the same page of music when you're

1 playing. And it can be done, I think we've
2 proven that.

3 MR. WAY: Thank you. Mr. Lemley?

4 MR. LEMLEY: Norman Lemley. As you heard
5 Admiral North say at lunch, he is going to be the
6 boss on Friday and not following some advice that
7 committee gave, and I probably gave a lot of
8 people in this room in the Coast Guard, which is
9 don't -- we do always let the boss have the last
10 word on it.

11 One area -- it doesn't necessarily have to
12 do with VTS exactly or specifically, but it's
13 clearly prevention and making the infrastructure
14 better. One area of function, of funding that's
15 possible, and people are looking at the potential
16 to go to Congress and say, authorize use of the
17 Oil Pollution Fund, Harbor Maintenance Fund
18 that's created an advantage to deal with
19 waterways management and those kind of issues,
20 dredging, charting. There's funds there, so
21 there's some efforts to look at that as an
22 opportunity for money that's already existing.
23 Not new money, money that already exists.

24 Again, as the Admiral said, if that's going
25 to happen, it's going to take some effort in the

1 local area, not in Washington, to convince the
2 Congress that that's the place that money exists
3 and should be spent for the purpose of -- gotten
4 from the industry in the first place. That is an
5 area where funding is available, and there are
6 those thinking of looking at that one. What the
7 chances are, I don't know. But it's clearly a
8 source of funding.

9 Thank you.

10 MR. WAY: In the back there, yes, sir.

11 MR. HAMLY: My name is Brian Hamly. I'm the
12 first vice president of the Florida State Pilot's
13 Association and a comanaging pilot with the Port
14 Everglade's Pilots.

15 And it appears the focus of this meeting is
16 certainly geared toward the VTS, which all in the
17 wonders of technology that occurred. I know I
18 finally decided to make a lamp out of my sexton
19 and just put a GPS in either pocket, today's
20 finally arrived, I think.

21 But I come from a port where, quite frankly,
22 VTS isn't the answer by any means. And I'd just
23 like to make some general waterway safety
24 comments. I fought long and hard for education
25 in the State of Florida, and finally they did

1 pass a watered down safety log. But so much of
2 what I've heard here, even earlier when they say
3 that 80 percent of all accidents are related to
4 human error, I think in ships in Port Everglades
5 and the pilot goes out and dragging anchored
6 vessels out of the way and sailers are sailing
7 across and skippers are going, why isn't someone
8 doing something about this, how can they do that?
9 And I say, well, cap, there is no requirement for
10 them to have the faintest idea of how to operate
11 a vessel.

12 I mean, in our country to operate a motor
13 vehicle is a revocable privilege. But yet it's
14 some kind of divine God given right to operate a
15 vessel on our waterways. This flies in the face
16 of reality to me.

17 And in the light of all the wonderful
18 technology -- and it is, indeed, wonderful -- one
19 of the aspects which even the Navy realized and
20 the Air Force when they had these jet fighter
21 pilots, is that despite all of this advanced
22 technology there is one element again, the human
23 element. The pilot has to deal with all these
24 things and the jet plane, et cetera, but
25 regrettably on the ships today the manning is

1 being decreased every day more and more.

2 I was on a ship the other day, you talk
3 about bridge management courses, all these other
4 wonderful things, I'm up there and the only guy
5 up there is the captain. There is only nine
6 people on the whole ship, and we're talking about
7 a 650 foot container ship. God help them if they
8 had a fire. All these people would do is sit
9 themselves on that rocket ship life boat they
10 have on the back and slide off, because they
11 haven't got enough manpower to deal with any
12 crises.

13 This is the side of this technology thing
14 that people maybe aren't aware of, this human
15 side. And certainly the accident on Tampa Bay
16 where the tugboats were exempted by the TSAC from
17 having state pilots aid them, these people -- the
18 captain of that tug, not only is he now required
19 to give his federal pilot so he can bring his rig
20 in, he is also standing a watch six on six off,
21 and now he is going to be his own pilot to come
22 up Tampa Bay?

23 I mean, technology is wonderful, but give me
24 some education and some safety standards. You
25 don't even have to attend any of the recent

1 conferences like I have dealing with fatigue and
2 sleep deprivation, and you'll find it very
3 enlightening, I'm sure. Thank you.

4 MR. WAY: Thank you, sir. Looking for other
5 questions.

6 Yes, sir, Captain Paine.

7 CAPTAIN PAINE: Glen Paine. One question we
8 had with VTS coming along and the limited
9 resources, again, how do we ensure that the basic
10 infrastructure the Coast Guard supports won't be
11 shortchanged? For example, aids in navigation,
12 the DGPS beacons, we're finding, as I'm sure most
13 of the other ports, that it's taking a long time
14 to get normal ranges repaired, buoys replaced,
15 the buoy tenders.

16 So as good as the VTS mission is, if one
17 hand you had all this new elaborate VTS
18 structure, but you take away the basic
19 infrastructure, we really haven't made any step
20 forward. So, Captain Ross, how are you -- how is
21 the Coast Guard planning to handle that issue?

22 MR. WAY: That's a slapshot there.

23 ADMIRAL NORTH: I'm not the Coast Guard's
24 Resource Director, but I sit around and listen to
25 them talk all the time. So -- I'm not sure how

1 to start to answer that, other than you're asking
2 a very broad question of how do you maintain the
3 services that we have out there in the way that
4 you expect us to maintain them or to provide
5 them.

6 And all I can say is, I think first of all,
7 most of you know that we've gone through a,
8 several years of Coast Guard streamlining is the
9 term we're using. We reduced the size of the
10 service by 4,000 people and reduced our annual
11 operating budget by about four million dollars a
12 year. And we believe that we're still providing
13 this same level of service out there that we had
14 before we started that.

15 And the way we did our streamlining was to
16 basically reduce or consolidate staff elements in
17 a lot of areas. The 7th District down here was
18 not affected a great deal by that. But, for
19 example, when I was the 8th District commander in
20 New Orleans, right before I left I became the 2nd
21 District commander also, and we consolidated the
22 8th and the 2nd District offices in New Orleans,
23 reduced a lot of the staff from the 2nd District
24 area, left a few people in St. Louis and created
25 a 26th state district with a lot less staff

1 managing Coast Guard operations and hopefully
2 more power field commanders doing a lot of work.

3 Feedback there and the feedback elsewhere is
4 positive to date. I might -- maybe I should get
5 behind something and look for incoming rounds
6 here. But -- and if somebody has something
7 different to say, I think we would be interested
8 in hearing it. But we believe the streamlining
9 was a success. I'll say generally speaking maybe
10 there are some pockets of problems we're dealing
11 with.

12 So, what we've tried to do was meet what we
13 expected to be a budget decline over several
14 years head on by streamlining our outfit,
15 reducing our operating costs and moving ahead.
16 We think we're in pretty good shape right now in
17 that way.

18 Again, though, we would still need -- we
19 need continued support for the president's budget
20 on the operating side, as well as the acquisition
21 side, for us to continue to make progress. We're
22 about as thin as we can make ourselves, I think,
23 without starting to look at programs for, as
24 opposed to general ways to reduce operating
25 expenses.

1 And we're out there trying to balance our
2 acquisition budget for capital, for our capital
3 plan, and think of innovative ways to move ahead
4 to keep our capital plan, recapitalize your Coast
5 Guard in terms of short-plans.

6 We're like every other agency in government,
7 we want to have a balanced budget, we want to
8 reduce our costs, and we're trying to provide the
9 same level of service while we're doing all those
10 kinds of things.

11 Our Resource Director likes to say that it's
12 like trying to change the tires on your car while
13 it's moving, and sometimes you get run over or
14 the jack slips out and the guy holding the jack
15 running alongside the car doesn't do so well.

16 But anyway, that's our thoughts in the case
17 so far, and we would be interested in some
18 feedback from you-all on the maritime side as to
19 whether you see a big change out there or not.
20 Hopefully it's the same and our efforts were
21 invisible and you're able to contact and talk to
22 the same types of folks you talked to before in
23 terms of dealing with the Coast Guard and getting
24 the same level of service.

25 But it's a continuing issue and we're going

1 to be faced with a detrimental or a flat line
2 budget, preferably a flat line budget probably
3 for the next several years until balance is
4 achieved, I suppose, and we'll see what happens
5 from there.

6 So I appreciate the concern for that.
7 Clearly we're concerned as well. And again it's
8 an issue of making your needs known to your
9 legislators, et cetera, and helping us to obtain
10 the president's budget when the budget comes up
11 to the hill each year.

12 MR. WAY: Captain DeHart, also?

13 CAPTAIN DeHART: I'd like to add a little
14 bit to that. I was privileged to go on board one
15 of the new Coast Guard buoy tenders up in New
16 Port last week. Was it last week, Al, I was
17 there? Yeah.

18 And very productive and their capabilities
19 are quite, quite above the other, the older buoy
20 tenders. The only question I have was there was
21 two brand new ones sitting there, and I think the
22 utilization rate should have been a little higher
23 perhaps by adding two crews on each vessel or
24 something like that, more like a commercial
25 vessel.

1 But they are great vessels and they have a
2 lot of capabilities and the crews are really
3 encouraging on there as far as what all they can
4 do. So that was quite encouraging.

5 MR. WAY: Thank you.

6 Other questions? Yes, sir? Commander
7 Prime.

8 COMMANDER PRIME: Ken Prime with the Program
9 Office in Washington. I thank Admiral North for
10 saving Captain Ross to answer that question
11 directed to Captain Ross. I'm sure you would
12 have been stumped with that one.

13 CAPTAIN ROSS: Ken, if you ask me a
14 question, I better be able to answer it.

15 COMMANDER PRIME: Maybe I'll sit down.

16 Actually, I wanted to address and I've heard
17 the terms being bantered about partnership and I
18 think Mr. DeHart said the word share the burden.
19 I wrote that one down. I liked hearing that one.

20 What is your, your vision basically of
21 sharing the burden? What can you enlighten us as
22 to what that really means and what -- I heard
23 also Captain Softe say also partnerships is the
24 way to go with the harbor safety committees. I
25 heard that as a common theme of the harbor safety

1 committees and the shared burden, and I'd like to
2 see how does that, how does the Coast Guard play
3 into that and where is that, where is that burden
4 line?

5 Thank you.

6 CAPTAIN SOFTE: I'll take that one on. The
7 harbor safety committee initiative, I think, is
8 one of the most important things we can, in fact,
9 do. I've participated in harbor safety
10 committees in other ports. And basically what it
11 does, in fact, do is basically takes all of the
12 extremes that are out there and kind of brings
13 them back to a middle position.

14 As you know, many of the issues that we all
15 have to deal with, you know, have some real
16 extremes. Environmentalists, for one, can bring
17 you to your knees, as you know. Sometimes state
18 initiatives that come out of just some political
19 seat being sought, you know, can focus around,
20 you know, an initiative that would affect the
21 whole industry.

22 So it's very important that when you have
23 these harbor safety committees, we have the full
24 partnership, as we say, coming together where you
25 have the diverse interests of a fishing industry,

1 the oil industry, the cargo carriers, you know,
2 in unison with, you know, the Coast Guard
3 regulators. A lot of times the Coast Guard is
4 not necessarily a regulator, but an advocate for
5 us.

6 So when I talk about partnerships, I talk
7 about making sure that, you know, we all take on
8 the burden of pulling all of the interested
9 parties and parties at interest and making sure
10 we have them sorted out and then get the right
11 level of voice that they all should have.

12 And obviously with a lot of the paid-for
13 systems that we talk about, you know, what's
14 going to go with those vessels that are visiting
15 the ports, as Mani had said before, you know,
16 they've worked out something in LA/LB and I
17 appreciate what he's saying there, but when I
18 relate those same issues to Puget Sound, we have
19 12 radars to support and not one. You have, what
20 is it, about a 44-man VTS unit I think up there,
21 they have 12 radar sites, they have an
22 engineering support unit, an electronics support
23 unit. You have got all of this infrastructure.

24 So when you talk about sharing the burden of
25 VTS in Puget Sound, that just strikes fear in the

1 heart of every ship owner coming to that port.

2 So as we go through these things, when I
3 talk about partnership, not only are we talking
4 about the sharing in the monies, but the -- let's
5 put the best technology forward so that we do
6 have a good balance between the safety aspects
7 and the economic aspects.

8 CAPTAIN DeHART: And also you can share the
9 experience from the industry. As an example,
10 right now Captain Basel, he is in the audience
11 somewhere, he is a port operations officer, he
12 brought a group of us together the other day to
13 develop a heavy weather plan. And it was all,
14 we're all working together to do that, and
15 everybody has to, has to step up to the plate and
16 contribute a little bit.

17 MR. WAY: Admiral North?

18 ADMIRAL NORTH: I don't want to monopolize
19 the microphone, but just to comment in terms of
20 technology, I probably should have added that in
21 any budget discussion, and I'll relate it first
22 to VTS in the sense that it would be our vision
23 that AIS as a baseline for new VTS, probably all
24 things being equal, is going to make the vessel
25 traffic center less personnel intensive.

1 If you're going to have unintrusive
2 communications, well, non-voice communications, I
3 guess I should say, when you look at the current
4 VTS set-up where you have a lot of Coast Guard
5 people talking on the VHF giving traffic
6 information back and forth and you envision an
7 AIS based system where the information is being
8 transmitted ship to ship or ship to shore without
9 voice, then you can envision manning future VTS's
10 out of the current pool of VTS people, so to
11 speak, within the Coast Guard, if you're looking
12 at Coast Guard manning.

13 Certainly, as I said at lunch, we're looking
14 at some combination of Coast Guard manning
15 balance, a partnership, or maybe almost a pure
16 private ownership, private manning-type thing or
17 something in between. But we're looking at a
18 pool of Coast Guard people that are VTS
19 qualified, so to speak, where numbers of
20 billets that are employed in VTS's, the number of
21 VTS's if they grew, we would try to man them with
22 that same pool of people taking advantage of
23 technology to reduce the manning in its existing
24 places.

25 So from an operations perspective in terms

1 of dollars, at least the personnel costs wouldn't
2 be any higher. We try to do it at a high, but I
3 think at a high with a little wisdom and a little
4 technology.

5 Captain DeHart's mention of the new buoy
6 tenders, I would add that in terms of
7 recapitalization, we are trying to make, again,
8 the use of technology where we're building 30
9 ships to replace 36 in our large seagoing Coast
10 Guard buoy tending fleet, with 500 less people
11 overall on those vessels. Again, taking
12 advantage of technology and designing ships that
13 we think will last as long as the 50-year old
14 ships, I guess, that we built during World War II
15 that we are still operating, but operating very
16 successfully. These are much more capable ships.
17 We believe they can do the same work with less
18 people and a few less cutters, and there is a lot
19 of savings for the Coast Guard within there.

20 So in terms of trying to live in the future,
21 as we develop new capital replacements and
22 capital investments, we want to take full
23 advantage of technology, the kinds of things that
24 many in this room deal with to try to make our
25 operating costs less but certainly no higher and

1 again continue to do the same thing we do today.

2 So technology is in the forefront of doing that.

3 I mentioned one of the commandant's goals,
4 taking advantage of, pursuing technology to help
5 us do our missions better. And that doesn't just
6 apply to VTS, it applies throughout the service
7 in the kinds of things we do.

8 And, you know, people talk about virtual
9 buoys one day and maybe there will be a lot less
10 aids to navigation to maintain when it's all said
11 and done because of what's happening in the world
12 today in terms of -- talk about standards,
13 there's another area you can discuss.

14 I don't know if Dr. Lee Alexander is in the
15 room, but --

16 UNIDENTIFIED SPEAKER: He is.

17 ADMIRAL NORTH: -- I saw him at lunch and he
18 may have a comment about that. But there is a
19 lot we can do in the maritime world out there to
20 make life better in terms of technology.

21 And I agree with the comments about manning,
22 concerns over that. I'm not sure where the
23 bottom of that line is, but nine people on a 600
24 foot ship is getting pretty tight without being
25 more specific than that and looking at that

1 particular instance.

2 Manning is an issue and the whole focus of
3 prevention through people is to deal with that 80
4 percent of the marine casualties that were cited
5 this morning as being caused by people as opposed
6 to machines or stuff or technology or things of
7 that sort.

8 So, there is no question there that the
9 plate of waterway safety has a lot of stuff on it
10 that we could spend a lot of time dealing with in
11 any one venue and any one issue.

12 MR. WAY: In the back there. Yes, sir.

13 MR. STRONG: My name is Harry Strong, I work
14 with Myro Tech Systems. We have been supporting
15 the federal government for a number years, NOAA
16 in particular, and associated modernization,
17 dash, the weather service.

18 Just shifting gears for a minute, weather,
19 meteorological issues has been mentioned a couple
20 of times. I wonder if anybody on the panel would
21 care to comment on your views of how some of the
22 new assets of products associated with the work
23 of NOAA and the National Weather Service, weather
24 satellite, has impacted your operations or how it
25 should impact or how that technology can be

1 integrated into some of the discussion we're
2 having about the appropriate vessel traffic
3 services for our nation.

4 MR. WAY: Anybody want to take that?
5 Mr. Walling?

6 MR. WALLING: I'll address that from my
7 harbor. And in my comments I mentioned regional
8 risk assessment group. And one of the issues
9 that we dealt with, among many, was the whole
10 notion of weather forecasting and the
11 availability of accurate real-time data.

12 Up in the northeast, Long Island Sound,
13 that's a critical issue and the go, no go
14 question of whether you go with impending weather
15 or with the weather that's, that exists at the
16 time is a big question, and we wrestled with
17 that.

18 And one of the things that we, we talked
19 about was the lack of in certain geographical
20 areas real-time data. Forecasting has gotten
21 better, no question about it. And we as
22 operators continue to strive to do a better job
23 utilizing accurate forecasting with regards to
24 the go, no go question.

25 The real, the real problem is, as I say,

1 real real-time weather. The Coast Guard along
2 Long Island Sound and in some areas in the
3 northeast region maintain weather buoys or
4 weather watches, if you will, and they have
5 limited real-time data. But our source is
6 primarily from other vessels that are out in it.

7 And if I was to make a comment with regard
8 to the whole weather question to NOAA, I would
9 say that, that real-time weather data is
10 something that we as an industry, and I'll ask
11 Micky to comment, but we find that it's, it's a
12 problem.

13 CAPTAIN DeHART: It's funny you mentioned
14 that, because the other day we were sitting on --
15 logging on the Internet on the NOAA home page and
16 called up all the coast wise buoys which give out
17 real-time information. And a lot of vessels
18 don't have the capability of doing that, but it
19 was available right on the spot there.

20 We have a port's buoy in Tampa Bay, as
21 mentioned before. A lot of people use the port's
22 buoy. We use it for loading cargo, getting
23 real-time tidal information. If we can unload
24 another cargo, that's more money in our pockets.

25 CAPTAIN ROSS: With regard to the NOAA's

1 physical oceanographic real-time system and some
2 other things that I've seen on people wanting
3 real-time information, in the Houston/Galveston
4 area, the port system has provided data that has
5 been used in a couple of specific areas very
6 successfully in conjunction with other maybe
7 procedural changes and so forth to reduce the
8 grounding rate in Bolivar Bay, I believe it's
9 called, in the Galveston, or Bolivar Road or
10 something like that in the Galveston Bay area. A
11 significant reduction in the number of
12 groundings.

13 I've also come across something recently
14 indicating that the New York pilots are doing
15 tests this summer of a system that will provide,
16 among other things, real-time information on
17 bridge clearance. And some of the bridges in the
18 New York harbor area where they've actually had,
19 because of the lack of accurate real-time
20 information, had some glancing bridge hits.

21 So, there are that kind of information. The
22 utility of that information is something that
23 needs to be determined on a local basis. Some
24 places may find a real need for it, other places
25 may not. It's a function of what the local needs

1 and the local traffic patterns are.

2 MR. WAY: I have a question for Captain
3 Allison Ross, if you would. In your talk you
4 mentioned that there is a finite group of good
5 reliable information, that that's really what is
6 required for the mariner to make it up, and it
7 wasn't this infinite set, it was the right
8 information available to safely make the transit.
9 Also, this morning you heard the Delaware River
10 Bay people, they have only the right information,
11 just that information that would be of use to the
12 mariner coming up.

13 I think that the tension I observed in the
14 discussion -- we talk about technology coming on,
15 is that, well, suppose you could have more?
16 Suppose you were able to sense a lot more than
17 that immediate need that you might have
18 described. Would you want it? Would you want to
19 have that much more?

20 You know, if technology would enable you to
21 pick up more than those finite bits that might be
22 passed through by radio from the Delaware River
23 group or from your own bridge, would you want
24 that information?

25 CAPTAIN ROSS: You mean -- I was talking

1 mainly when you're piloting a vessel, the kind of
2 information you need at the time. You can't be
3 distracted in a lot of what you're doing, and
4 each situation is different. Sometimes you need
5 some information, sometimes you don't need a lot.

6 You know, some other information about
7 weather, a lot of that's already done through the
8 pilots and our own organizations and our own
9 control towers, you know. Is that what you're
10 talking about?

11 MR. WAY: Yes. Before you get on, so I
12 guess the scope of information --

13 CAPTAIN ROSS: Oh, yeah. A lot of that is
14 being provided before you even start, before
15 you're out there.

16 MR. WAY: So the scope of information that
17 you need as you're in the transit, you know,
18 whether it be where you are with respect to the
19 channel boundaries or, you know, what's coming at
20 you, that is.

21 Real finite scope of information that you're
22 really concerned with?

23 CAPTAIN ROSS: Yeah, at the time. But it
24 also differs from situation to situation as well.
25 You have a lot of the same information of the

1 vessels you're meeting and et cetera, et cetera,
2 but sometimes you don't need too much more at the
3 time. You need to be able to select it when you
4 need it, not to have somebody inundate you with
5 information.

6 MR. WAY: And if you could select it and
7 there was a large spectrum of information, would
8 you want to be able before you got on board to
9 view all that information?

10 CAPTAIN ROSS: A lot of that is, you know,
11 we already have that type of technology. We
12 have -- I'm just talking about in the Port of
13 Baltimore, real-time tide datas, and we have our
14 own control tower, so we're kind of in the same
15 system as the Delaware. So we find out a lot of
16 information before we set out. If anything
17 changes, we are also kept apprised of it. It
18 doesn't have to be too advanced or too technical,
19 because it's only as good as the people, you
20 know, who are operating the vessels.

21 And we are more concerned, as well, before
22 the pilot comes on to help the mariner out,
23 because I've been on that position, too. And if
24 you haven't had a lot of experience in
25 close-water navigation or channel navigation, it

1 can be a little unnerving, so you want to also
2 best assist those masters and ship's crew in
3 doing what they have to do.

4 MR. WAY: And the reason why I ask the
5 question is, having had the, I guess the
6 enjoyment of working with a couple of groups here
7 in the past couple of months, I find the
8 challenge is amongst professional groups. And I
9 would also, you know, this is to those of you in
10 the group to think about.

11 How do you come to agreement on what is the
12 right set of information? How do the pilots
13 evolve to knowing this is what you have to have
14 that you pass in the bay area or Delaware or that
15 you carry on your laptop in Baltimore? And I
16 would also look over here at the marine exchange
17 people, Mr. Softe. I just wonder, what is your
18 experience in those groups to being able to come
19 to agreement on the set of requirements, you
20 know? If we say VTS is a good thing, what is
21 your experience?

22 CAPTAIN SOFTE: Again, as I stated before,
23 you have so much diversity out there, even within
24 the pilots association up in Puget Sound, we have
25 the variance from don't tell me a thing to give

1 me everything and let me work through a
2 smorgasbord of information that I would like to
3 take with me.

4 I think we have to respect that in that you
5 do have different piloting situations. Again, a
6 vessel that is very easy to navigate on a short
7 distance within the port, that's fine. But if
8 they're working all the way down through Puget
9 Sound past Elliot Bay down into Tacoma, Olympia,
10 you need that much more information, you know,
11 over a wider area.

12 So -- and it's funny you're touching on this
13 because that's one of the things in the strategic
14 plan for the Marine Exchange of Puget Sound and
15 working with our members is that they want to
16 have information available as much as possible in
17 unison with the information coming through NOAA,
18 weather data and also ports-type data that we're
19 all familiar with, to have that available should
20 it be needed. We're not going to force it down
21 anybody's throat, but make it available for the
22 mariner, whether it be the pilot or any other
23 mariner that might need it.

24 MR. WAY: Mr. Walling, in your experience
25 from the environmental side, you know, I'll

1 consider myself Joe Consumer. I know what I can
2 get with my remote and the amount of information
3 available over the Internet or what have you.
4 But if there was a lot of information available
5 through technology, through advanced sensors
6 through either, you know, surveillance
7 capabilities along the waterway, what have you,
8 and it was chosen not to be used -- it was
9 chosen, you know, it wasn't necessary to provide
10 information for safe transit, and then something
11 were to happen, what do you think the response
12 is?

13 I mean, we know that the public response is
14 usually, you know, too extreme, too quick and
15 doesn't give industry enough time to respond in
16 kind without having major legislation against
17 them. Should, in the vision of VTS, we be
18 reaching beyond minimal needs? Should we be
19 reaching towards getting all that we can out of
20 technology? Or does that, does that really
21 impede the vessel movement?

22 MR. WALLING: Whoa. I'm not an
23 environmental activist, you understand that. I
24 mean from the standpoint of technology, we as an
25 operator need to utilize, I'll take New York as

1 an example with the port's real-time tidal data,
2 and I'll equate it to vessel operation safety
3 with regard to under field clearance, which is a
4 big issue that has come up with regard to
5 operation.

6 That's combining technology with safe and
7 efficient operation which benefits everyone, the
8 environmentalist, the general public and
9 everything. I don't believe that we need to go
10 beyond from a technological standpoint, beyond
11 what we can use expeditiously and quickly. We
12 can -- one of the principles behind the
13 prevention through people is the fact that you
14 operate safely through people and not through
15 technology.

16 Now, for you technological folks, that may
17 sound distressing, but -- but the premise is that
18 from a technological standpoint we've gone about
19 as far as we can go and we need to address now
20 the human element if we're going to be successful
21 in doing our job better and more safely.

22 So, having said that, I'm not sure
23 technology or more technology is the answer. I
24 think people are the answer and being able to
25 utilize the technology that we now have

1 efficiently is what's going to keep us on a level
2 playing field.

3 MR. WAY: Thanks, Mr. Walling.

4 Captain DeHart, being here in the Tampa
5 area, I'm trying to synthesize some of the
6 thoughts I've heard expressed here today.
7 Earlier today it was said that Tampa is looking
8 at the need, what is need driven, need, need,
9 need. Is that need driven within the line of
10 emerging technologies, or is it still rooted in
11 the basic information that you see, you know,
12 mariners have used all along?

13 CAPTAIN DeHART: I think Captain Steve
14 Cropper (phonetic) sitting back there, he was our
15 chairman on our equipment work group, and I think
16 we did -- we looked at quite a bit of equipment.
17 Could you address that, Steve? I'm going to put
18 you on the spot.

19 CAPTAIN CROPPER: We looked at the laptop
20 computer, the one we have here is similar to the
21 one used in Baltimore now, and that is our
22 benchmark as to the technology. We're looking at
23 the next phase now where we can get the
24 interaction between the different ships as they
25 move up and down the bay.

1 But I think we're still looking forward to
2 new technology. It's not just what's out there
3 now, we're still looking at the new technology to
4 use and refine it. And some of the companies
5 that are here today, I think, have done some of
6 that, and I'm looking forward to seeing that at
7 4:30.

8 CAPTAIN DeHART: Thank you, Steve. I don't
9 want to disagree with Herb at all, but I think we
10 have to work with newer technologies at the same
11 time as the people. The people is a big issue,
12 nobody is going to debate that. Increase the
13 awareness level, the training and so on and so
14 forth.

15 MR. WAY: Question here and then behind him.

16 MR. STERLING: Thank you. Gene Halley
17 Sterling. Since we're confessing here, I'm a
18 graduate of George Washington University. I got
19 a 16-foot bass tracker.

20 I just wanted to make a point here. From
21 where we are today to Vessel Traffic Service,
22 service to me comprises many systems. You've got
23 radar, communications, AIS, GPS, there's a
24 quantum leap. I mean, it's a very optimistic and
25 aggressive venture, and I'm sure some day it will

1 happen.

2 But in the meantime, according to the data
3 you presented us this morning, about 80 percent
4 of the accidents could have been prevented
5 without Vessel Traffic Service, all you needed
6 was a good navigation system and an educated
7 user. And that technology is available today and
8 it's very inexpensive.

9 I think that we can maybe follow the lead of
10 the Delaware pilots and others and look at what,
11 what is available. You know, there comes a point
12 in time where you got to shoot the engineer and
13 get on with this. And you can, but -- and very
14 inexpensively.

15 Some of the -- if I can address Captain
16 Ross', the prettier of the two Captain Ross'.
17 No, sir, not you.

18 CAPTAIN ROSS: I knew who you were talking
19 about.

20 MR. STERLING: That was our question, too,
21 as a provider of this. We've been out trying to
22 find out what are your needs. And many people
23 don't know what their needs are. So as so-called
24 experts in this field, we try and identify those,
25 but some of the problems up in Canada where we

1 installed some of our equipment, one individual
2 in particular only wanted one screen. That's
3 course, speed and his position, nothing else, for
4 about 80 or 90 percent of the time, that's all he
5 wanted to see, plus any alarms that would come
6 in. We said, okay, so we put that on a separate
7 screen for him.

8 But, you know, you don't need a VTS system
9 for that. While VTS certainly has its place, I
10 think that we can do, make great strides towards
11 this safety, environmental, commerce and
12 everything else and just go ahead and take
13 advantage of the technology that's in place
14 today, take advantage of the inexpensive stuff
15 and shoot the engineer and get on with it.

16 MR. WAY: Thank you. And -- yes, sir.

17 CAPTAIN PAINE: Glen Paine. And also I'm
18 not -- I'm with the better school across the
19 river there.

20 As far as information goes, I have to concur
21 with Gene. At some point in time is this, do we
22 have the best system in the world? There's
23 always room for improvement. But sooner or
24 later, you have got to stop and say, okay, for
25 our port it made sense to go ahead with the

1 existing technology and make it work. When it
2 comes to information, though, you do have to be
3 very careful.

4 The statement from the president of Florida
5 Pilot's Association, the crews are small, the men
6 are basically overworked. The last thing you
7 need is a ton of more information. They can't
8 handle the information they have now flowing in
9 to them, so you have to be very careful in how
10 you offer it.

11 Now, in the future when AIS technology comes
12 down, where it can become a little more
13 non-intrusive, that makes sense. But to put a
14 skipper on and make him chat with you on Channel
15 13 for ten minutes asking him a bunch of silly
16 questions, you're distracting him of his primary
17 mission of navigating the vessel. He does not
18 have someone else doing that for him anymore.
19 He's it.

20 So this is in regards to staying with the
21 system we used when we developed a pilot, pilot
22 portable unit, the DGPS, trying to keep it simple
23 to lessen the technology mistakes. The last
24 thing you wanted to have is a DGPS assisted
25 grounding collision. And this is something that

1 is very capable if you have these new advanced
2 technologies. How many people have gotten the
3 latest computer program that has a thousand
4 features? You know how to use about five of
5 them. So that was our philosophy.

6 The internal network, we have data bases to
7 supply at shore side. Maybe in the future
8 cellphones or some other technology, the laptop,
9 can be advanced.

10 So we left the option open to enhance and
11 add more information, whether it's weather or
12 transponders. But the point is we felt in
13 Delaware it was time to act and give at least
14 this information. We feel it built on the
15 existing safety system we already had there.

16 MR. WAY: Thank you. Ken, before I get you,
17 Mr. Walling has yet to reply to the other
18 gentleman.

19 MR. WALLING: I just wanted to follow up on
20 that thought and follow up on the comments I
21 made.

22 There was a passenger ship that had a DGPS
23 integrated system, every bell and whistle
24 available technology wise, that ran aground off
25 of Cape Cod not too long ago. And that really

1 kind of addresses, I guess, my comment with
2 regard to technology versus training and human
3 error.

4 And we have to reach a balance. We can come
5 up with all of the bells and the whistles that
6 you can think of, but if you don't have the, the
7 trained people to work with that equipment, it's
8 just no good. It's just no good.

9 MR. WAY: Thank you, Mr. Walling.

10 Yes, sir.

11 MR. BROOK: I guess I'm one of the wounded
12 engineers in the audience. And I also have a
13 14-foot jon boat with a crew of one.

14 Given the distraction of thinking
15 considering the capabilities and technologies,
16 consider, for instance, say the technology worked
17 perfectly and so you had universal participation.
18 Directed to the panel, but I think also to the
19 other masters in the audience, given that there
20 are limitations in both participation and the
21 capabilities of the technology, how much
22 distraction remains from all of the
23 non-participants out there?

24 MR. WAY: Anybody want to take that?

25 CAPTAIN ALLISON ROSS: You mean

1 non-participants as smaller vessels like
2 sailboats or jet skis or things like that?

3 MR. BROOK: Anybody who doesn't have one of
4 these wonderful transponders.

5 CAPTAIN ROSS: I think in those areas where
6 there is a determination that VTS adds value to
7 the system and a VTS service area should be
8 created, there will be a mandatory carriage
9 requirement for vessels of concern in that area.

10 The vessels that would be outside of that are the
11 recreational vessels primarily. Any significant
12 commercial vessel would be a player in the
13 system, and at some point -- there is probably a
14 lawyer out there that would shoot me -- but at
15 some point the rule of gross tonnage has to come
16 into effect, and recreational vessels have to
17 recognize that they are incompatible in certain
18 waterways with the commercial vessels.

19 So I don't know if that answers your
20 question, and I'm not sure what kind of vessels
21 you're talking about.

22 MR. BROOKS: I'm talking primarily about the
23 fact that the master pilot would have to divide
24 their attention between looking out the window
25 and looking at the carry board or permanently

1 mounted instrumentation up on the bridge. Given
2 that no system is going to be able to keep track
3 of everybody all the time, you're still going to
4 have to divide your attention between what's out
5 the window and what's in front of you.

6 CAPTAIN ROSS: You're absolutely right. And
7 the primary responsibility of a pilot is to pilot
8 the vessel by looking out the window, and I think
9 you would agree with that. And this is not
10 something that should involve, you know, a
11 significant portion of the pilot's time looking
12 at the screen. It should be something they can
13 look at quickly, just like maybe they look at a
14 radar now -- look at it, assess the situation,
15 you know, 15 seconds later, 30 seconds later your
16 eyes are back out the window. And that's part of
17 the idea here of presenting only the information
18 that's necessary. And it's not just traffic,
19 it's also navigational information, but only the
20 information that's necessary providing it in as
21 absolutely unobtrusive a manner as possible.

22 The comment about getting off the VHF with
23 the ten minutes of chatter that may be
24 irrelevant, we want to eliminate that kind of
25 distraction and get it down to just absolute bare

1 bones.

2 CAPTAIN ALLISON ROSS: I agree with the
3 other Captain Ross. The DGPS and our laptops are
4 just an aid to navigation. We still incorporate
5 all the other aids and other piloting techniques
6 we've, you know, used over the years. Is that
7 what you meant?

8 We're not just looking at this box and
9 saying that's the way to do it. It's just an
10 aid, and we all recognize that.

11 CAPTAIN ROSS: We could possibly develop a
12 system where you put a hood over your head and go
13 in virtual reality. Just because you can do
14 something doesn't mean that you should. And
15 that's -- I think gets back to the issue of how
16 much information should we provide. Only the
17 information that they really need, not all of the
18 information we could perhaps shove down the pipe.

19 MR. WAY: Captain Page.

20 CAPTAIN PAGE: On the other issue as far as
21 information, I do have an argument periodically
22 with the master mariner, who talks about the good
23 old days when they didn't have radar, and that
24 radars just cause more problems. Obviously I
25 disagree.

1 I think the trick is we do want as much
2 information provided the mariner so they can make
3 informed decisions. And I think with this day
4 and age with more technology available, we would
5 be remiss. We have got larger ships and more at
6 stake and more sensitivity in the environment, we
7 would be remiss if we don't take advantage of the
8 tools available to provide information to make
9 better and more informed decision.

10 I think anybody in the maritime community
11 would appreciate the Coast Guard making the best
12 decision as possible. The trick is deliver that
13 in the format so it doesn't overload them, and
14 recognizing that they can just absorb so much at
15 one certain time. And you don't want to be
16 distracted with a bunch of voice traffic, what
17 have you. And I think that's clearly what we're
18 looking at when you talk about future systems, is
19 minimize the distractions, but it is a PTP issue.

20 It's not technology versus human element.
21 It's giving the human the tools to make the most
22 informed decisions and deliver it in the best way
23 so it's compatible with the way they make
24 decisions, and not just in the middle of taking a
25 turn come over the radio, what have you, and

1 distracting him.

2 So I think that we shouldn't say that the
3 information we have now is adequate. I think
4 there are times when the wind, if you're bringing
5 in a big cargo and the huge sail area and you
6 come to a breakwater entrance and what have you,
7 that the wind strength is going to help you make
8 an informed decision ahead of time as to whether
9 you should have tugs with you or what speed or
10 direction or whether you abort even that transit.

11 The same thing goes with the tidal range,
12 certain aspects of a voyage, as well as the fog
13 conditions, as well as traffic up ahead, what
14 kind of traffic that is and when you're going to
15 encounter it as far as in a turn or a narrow
16 section of the river or what have you. So I
17 think that we do want more information.

18 I think this day and age if you look,
19 everyone who makes their -- everyone in this
20 world is making decisions with more information
21 available to them. I think the mariners have to
22 do the same thing. The trick is getting that
23 information and disseminated so it's usable and
24 not overloading.

25 MR. WAY: Let me get Captain Ross to reply

1 and I'll get the two gentlemen back there.

2 CAPTAIN ROSS: Captain Page started to
3 express and then respond to some comments that
4 the other Captain Ross has made. And we have to
5 recognize that a VTS or a PAWSS is only one of
6 the tools in the tool box for waterway safety.
7 And the objective in PAWSS or VTS or VTIS is to
8 get appropriate pertinent and timely information
9 into the hands of a professional, competent
10 mariner in an unobtrusive manner. There is an
11 assumption there that it's going to be a
12 professional and competent mariner, so there are
13 other elements of a true waterway safety system,
14 licensing, education, training.

15 On the international level we have standards
16 of training and certification of watch keepers.
17 On the deep draft community the International
18 Ship Maritime or Ship Management Code is coming
19 into play. We have the Port State Control
20 Program carried out by the Coast Guard, trying to
21 drive the substandard ships out of U.S. waters,
22 and that effort is coordinated with a European
23 effort to Paris MOU and a Pacific group involving
24 Canada, Japan and some other of the Pacific rim
25 countries trying to drive substandard ships out

1 of ports in those countries, which represent the
2 majority of the ship destination ports.

3 So this is just one element of a more
4 comprehensive program, and we need to keep it in
5 focus. It's an important element. It's not a
6 stand-alone solution to a much more complex
7 problem.

8 And I think one of the comments Captain Page
9 made, when you look at the consequences of an
10 incident now compared to what it was five years
11 or 10 years or 15 years ago, the consequences are
12 so much more severe that prevention measures that
13 may have not been justified 15 years ago are
14 justified today because of the potential impact.

15 MR. CULVERTON: I'm Jim Culverton. As long
16 as we're announcing title, I'm Coast Guard
17 Academy.

18 But I see a theme developing this morning
19 and this afternoon. I'd like to perhaps ask Bob
20 Ross to clarify something for me. This morning
21 we talked about the air jet at one stage of the
22 game. It wasn't, nobody has dwelled on it too
23 long. This afternoon we started speaking of the
24 aids needed by the pilot. But there was a strong
25 discussion here that all we need is a system that

1 we can know where we are in the waterway.

2 And I guess what triggered me, Bob, is your
3 mention about the recreational boater and all the
4 other entities that are out there that become
5 part of the traffic management picture.

6 I guess in our work around the various ports
7 that we've talked with many, many pilots and
8 many, many tug and towboat captains and people
9 who drive themselves around the waterways, and
10 many of those people are very, very concerned
11 about those others that will not have carriage
12 requirements, that will appear out of nowhere
13 when someone is in a critical situation, and
14 nobody in a tanker or nobody in a big container
15 vessel is going to run down on a recreational
16 boater just because he is not supposed to be
17 there. And they're going to be there. There are
18 going to be people in Puget Sound that are going
19 to fish alongside the channel. There are going
20 to be a lot of things that you're going to have
21 happen to you.

22 So I guess I'm seeking some clarification on
23 where we feel that these others fit into the
24 vessel traffic picture or the port safety, or the
25 maritime safety picture, and also how maybe we're

1 looking for something to break these air chains
2 that are going to occur when something is
3 happening out there that perhaps the mariner
4 can't tell from looking at his laptop or some of
5 these systems you may have going. Would you care
6 to comment on that?

7 CAPTAIN ROSS: The whole issue of
8 recreational boaters and licensing or potentially
9 licensing for recreational boaters and mandatory
10 educational requirements is a very significant
11 question. And it's also one where the, at the
12 federal level I don't think we're going to see
13 federal mandates for that sort of thing. At the
14 state level I think it's perhaps more likely.

15 But somebody referred, commented earlier,
16 the God given right to get in a recreational boat
17 and do whatever you want. I think politics has
18 been defined as the art of the possible, and
19 right now I don't believe that there is a
20 sentiment out there to start addressing these
21 issues, and yet it is a problem.

22 I do not envy the pilot or a master having
23 to make the choice to run out of the channel and
24 run his tanker up on a rocky ledge, or run over a
25 recreational boat that put themselves in harm's

1 way through their own negligence. I don't envy
2 anybody in that position. I'm not sure how I
3 would handle that situation.

4 MR. CULVERTON: Don't misinterpret me, I'm
5 not going after the licensing or the training of
6 recreational boaters. I think we've tried this
7 and -- I'm just mentioning the fact that they're
8 going to be there and they're part of the
9 equation, part of the vessel safety equation and
10 they have to be cranked in somehow, either with
11 sensors or with the vessel traffic system that we
12 know they're around.

13 CAPTAIN ROSS: Well, I think you're right
14 that they are part of the system, part of the
15 problem. But then there is another question
16 which is, what information -- we've talked about
17 how much information should be presented to a
18 pilot. I can envision a ship coming up the
19 Chesapeake Bay on a Sunday afternoon in June with
20 a couple of thousand sailboats out there, I don't
21 think the pilot would want those on the, on the
22 display. The pilot would want the vessels that
23 were a greater risk on the display and the
24 navigational information, so forth.

25 But those other vessels that are out there

1 are certainly part of the problem. This may not
2 be an appropriate tool for addressing that.

3 Would you like to maybe talk to that a
4 little bit? Would you like to see them on a
5 display?

6 CAPTAIN ALLISON ROSS: I would like to see
7 them out of my way, frankly. That is a big
8 problem, but the problem is with those -- I think
9 it needs to be a part of the equation in all of
10 this, but it takes up an incredible amount of our
11 attention. You know, I don't want to run anyone
12 over and I don't want to run a ship aground
13 either.

14 But these people who are not educated --
15 there are plenty of recreational boaters who know
16 what they're doing and who have a respect for
17 everything out there. But the ones that don't,
18 you know, it takes an incredible amount of
19 tension to deal with one little sailboat that is
20 doing this across your bow and then decides to
21 turn around and do the same thing. So I think --
22 you know, I agree with you that it definitely has
23 to be addressed.

24 And it has been addressed. The Navigational
25 Safety Advisory Council had a joint meeting with

1 the Boating Safety Advisory Council last year in
2 San Francisco about this time, and a lot of those
3 issues were addressed, and where it goes from
4 there we'll have to see.

5 MR. WAY: Mr. Walling wanted to comment and
6 then I'll get to you, sir.

7 MR. WALLING: A couple of things. First of
8 all, the American Waterways Operators has
9 addressed to some degree the education in issue
10 with regard to recreational boaters and tugs and
11 tows on the coast. And they put out a pamphlet
12 that talks about what kind of lights you're
13 looking at when you meet a tow at night and so
14 forth. So there is some education going on.

15 The other thing is that the final report
16 from the Regional Risk Assessment Team was given
17 to Admiral Card a couple of weeks ago, and the
18 report contained a number of recommendations,
19 procedural recommendations, with regard to
20 operating in the northeast. And one of them was
21 that all recreational boaters, no matter what
22 size, operating in a commercial travel --
23 commercial vessel lanes, were to have some means
24 of communication where they could talk to
25 commercial traffic on Channel 13, which is the

1 bridge-to-bridge operating channel.

2 Now, the Coast Guard is looking at these
3 recommendations and that will be, I guess,
4 Admiral North's job now, but that was one of
5 many. But it does address this whole notion of
6 the pleasure boaters in commercial lanes.

7 And it is a serious problem. And again,
8 what was recommended was that any boat in those
9 lanes, regardless of size, is to adhere to the
10 Bridge-to-Bridge Communication Act, which means
11 that they have to have some form of communication
12 to be able to talk to commercial vessels.

13 MR. WAY: Thank you, Mr. Walling. Yes, sir.

14 CAPTAIN JOSEPH RYAN: Captain Joseph Ryan,
15 merchant marine, Coast Guard Academy graduate,
16 since we're all confessing it today.

17 I want to also address the pleasure boaters.
18 They are one of the single biggest problems out
19 there. Any of us who has been in any kind of
20 situation with that can tell, whether pilot or
21 ship master, I want to say that the information a
22 ship master wants coming from deep ocean, what I
23 want to see and perhaps what Captain Ross wants
24 to see as a pilot might be a little bit
25 different.

1 When I'm making my approach, picking up the
2 pilot station is what I'm most interested in at
3 that time. What she wants to see on her laptop
4 display is of her significance. What I want to
5 see is the master working with her going up,
6 maybe even a slightly different information
7 there.

8 The thing that I see missing from all of the
9 equations here in the AIS discussions is the
10 recreational boater, the non-participatory
11 traffic. They're probably, in my opinion, the
12 greatest danger and that's something that I think
13 the VTIS can provide from land-based radars.
14 That kind of information, even flagged as a
15 non-participatory target, something if I don't
16 want to see I can filter off my display, but I
17 can do that at my display and at my discretion,
18 but something that I need to say if I got a group
19 of sailboats racing across a channel up here
20 tacking back and forth, that I can see that or
21 that the pilot can see that, and it's information
22 that's available to me.

23 It seems that the solutions being addressed
24 here have thrown out any kind of means to track
25 non-participatory people, whereas now you have a

1 radar-based traffic. I won't argue about ten or
2 15 minutes on the radio to get that information,
3 but at least you have some of that information of
4 people, there is a regatta going on here, or a
5 large group of people, and you got Coast Guard
6 auxiliary in that area or whatever. That
7 information is very important to me as a master.
8 Thank you.

9 (Applause.)

10 MR. WAY: Yes, sir.

11 MR. CULVERTON: I apologize for being up
12 again, but I -- when you got to the part about
13 the radios on the small vessels, I was raised in
14 the -- around the Great Lakes and the Finger
15 Lakes and so I have been an inland water boater
16 for years, and I'm convinced that it's totally
17 out of control now that boats are affordable, so
18 we won't get into the licensing thing. But just
19 so you know, that's where I am at on that
20 subject, just sitting and watching it develop
21 over 40 years.

22 However, you go out on the Chesapeake Bay on
23 any given day on a weekend, and you got folks out
24 circling ships coming up the channel to check
25 them out, you know. I don't know how as pilots

1 that you can put up with that.

2 If the folks won't stop just going out and
3 checking out the ship and looking at how big the
4 anchor is, how in thunder are you going to get
5 them to put radios on the boat to communicate? I
6 mean, the only thing I can imagine them doing is
7 trying to raise the pilot and say, hi, how are
8 you, my name is Harry and how do you like my new
9 rig here.

10 I think we need -- we got the cart before
11 the horse. We got to have better solutions than
12 that. But it's instructive to watch the channel
13 off of Annapolis on Sunday.

14 MR. WAY: Let me get Captain Levine.

15 CAPTAIN LEVINE: I'm Jack Levine from New
16 Orleans and we talk about this at the New Orleans
17 meeting quite a bit, and I personally don't
18 think -- we have quite a few weekend warriors
19 also on the Mississippi River, we're on the lower
20 end, not so much up river. So this is more of an
21 area specific problem that we thought could be
22 dealt with with enhancements for certain areas.
23 And I personally don't feel that there is any
24 instant fix technology that is going to make this
25 fellow in his bass boat or his sports fisherman

1 follow the rules or talk on the radio or
2 participate in any type system.

3 The answer is resources with the Coast Guard
4 to be able to go out and enforce the people who
5 are breaking the rules. Right now we report
6 fishing boats quite often across the bow of the
7 vessels endangering the navigation, but the Coast
8 Guard in our area doesn't have the resources to
9 send someone out there and track them down. I
10 don't think it's as much a VTS issue as a funding
11 issue, support the Coast Guard in getting more
12 resources, more people out on the water to
13 enforce the current rules and regulations. I
14 think that would be a greater fix than trying to
15 find some technological advance that is going to
16 make this man on the boat smarter.

17 MR. WAY: I have time for two more
18 questions, Admiral Gilbert in the back and then
19 Captain Page and his co-rebutter. You guys are
20 together, traveling together.

21 ADMIRAL GILBERT: I thank you. Just
22 quickly, I'm a graduate of the Coast Guard
23 Academy and George Washington University, since
24 we're covering that.

25 I've got two or three points. We just got

1 off onto enforcement briefly here. I think
2 that's a very important part of what future
3 systems can do, and I think that is a cause for
4 PAWSS when we talk about, no pun intended there.

5 But that is a reason to think a little bit about
6 a transponder only system. I don't believe we
7 are going to have smugglers, terrorists or
8 anybody else coming in with a transponder.

9 I think it is also useful to point out
10 someone talked a little bit about the
11 consequences of accidents being so severe now.

12 It's useful, I believe, to compare the costs of
13 some of the preventative systems with the costs
14 of the accident. And the Vessel Traffic System
15 in the LA/Long Beach, for example, cost a million
16 and two dollars. I would let Captain Ascherneyer
17 confirm that.

18 It costs less than a million a year to
19 operate, and yet we've heard that it costs 500
20 million a day to lose the operation in that port,
21 and we need to keep drawing those comparisons.

22 Some very unfortunate cost estimates got in
23 the debate on the VTS 2000, they were
24 outrageously high. VTS 2000 even hadn't been
25 implemented, would cost a fraction on some of

1 those original estimates, but those original
2 estimates are still being used by people that
3 should know better for whatever purpose they want
4 to.

5 Finally, we talked about probably the most
6 comprehensive VTS in the country, Puget Sound,
7 and that could be supported by 25 cents per
8 passenger on the ferries in Puget Sound. It
9 seems to me that's a pretty small price to pay,
10 even if they supported the entire thing -- that's
11 easy for me to say since I don't use the ferry
12 system -- but that's a pretty small price to pay
13 for the kind of safety that that provides.

14 So I think in the debate for resources we
15 first of all need truth in the numbers. Numbers
16 are much less than some of the big debate had
17 been. And we need to compare those numbers with
18 the consequences of an accident that assistance
19 in some cases might prevent. Thanks.

20 MR. WAY: And our last series of questions
21 from Ed Page.

22 CAPTAIN ASCHERNEYER: You do get half of my
23 time. I did want to address the
24 non-participants, and we have the same problem in
25 Los Angeles/Long Beach and I'm sure all the other

1 boating areas would have. One of the things
2 we're trying to do is really pursue the Passive
3 User Program. And we are getting out to the
4 marinas, the boating coops and to the yacht
5 clubs.

6 I'm not saying we're getting a hundred
7 percent participation, far from it, but I would
8 venture to say we're probably up around 30
9 percent now to where we are encouraging them,
10 they are listening to Channel 14, our broadcast,
11 they're listening to the hourly broadcast,
12 they're getting enough information in a passive
13 mode to stay out of harm's way.

14 It is a problem. One thing California has
15 addressed, and I think it's a tribute to the
16 harbor safety committee systems, all of the
17 harbor safety committees in California, which are
18 state mandated bodies, have for two years now or
19 three years been asking for some sort of
20 certification or licensing of small boat
21 operators.

22 And I agree with the gentleman earlier who
23 said they think it's a God given right to get out
24 there and you can't drive a car, you can't fly a
25 plane, well I guess you can fly a plane. But

1 anyway, to drive a car you need a license, you
2 need to be certified and tested, and you should
3 certainly do so in a boat.

4 California just introduced Assembly Bill 545
5 in Sacramento, which is one step away from
6 licensing, but it is a certification. It
7 requires the age limit of 16 to operate a power
8 boat. You must be certified with what they call
9 a boating safety certificate, which you get only
10 after completion of a Power Squadron or a Coast
11 Guard Auxiliary or certified yacht club boating
12 safety course, and then you're eligible to
13 operate. And your boats must be manned with the
14 proper safety equipment with radio.

15 So California is addressing that, and I
16 expect a tremendous fight from the boating
17 industry, and it may well be defeated. But at
18 least the states are starting to recognize it,
19 and I understand there are one or two states who
20 do have licensing requirements.

21 MR. WAY: Just one last comment from the
22 front table here, Captain Bob Ross.

23 CAPTAIN ROSS: With regard to the issue of
24 partnerships and outreach and harbor safety
25 committees, we don't envision those activities as

1 being limited to only those places where from the
2 federal perspective we think a VTS might be a
3 good idea.

4 Even in a port where we don't see from the
5 federal level a need for a VTS, we would
6 encourage formation of harbor safety committees,
7 and if the locals wanted to develop some kind of
8 a VTS or VTIS, we would cooperate from the
9 standpoint of discussing policy issues, helping
10 identify problems, perhaps identify training
11 sources or provide some training. As was
12 mentioned earlier, perhaps make our contract
13 available for procurements so that systems would
14 be standardized nationally.

15 With regard to the recreational vessel
16 users, at the NASAC meeting, was that a week ago?

17 CAPTAIN ALLISON ROSS: Uh-huh.

18 CAPTAIN ROSS: Captain Barney Turlo
19 talked about some of the efforts
20 they've made up there through their harbor safety
21 committee, bringing the yacht clubs and the race
22 organizing committees together with the pilots
23 association so that they talked and that they
24 knew what the pilots needed and the pilots knew
25 that there was going to be a race crossing the

1 channel, but it would be clear by the time they
2 got there and having pilots being able to talk to
3 the race committee boats, that sort of thing.

4 So there are some things that can be done at
5 a lower level of technology, and most of them
6 involve talking together, working together to
7 solve common problems.

8 MR. WAY: Okay. That ends our panel
9 discussion. I want to thank all of you for your
10 participation. I would also ask if you would
11 give your thanks to the five people that shared
12 their information.

13 (Applause.)

14 (Whereupon, the proceedings concluded at
15 4:00 P.M.)